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The Shore Lines

Published Monthly for Patrons of The Chicago South Shore and South Bend Railroad
VOL. 1. OCTOBER, 1925 No. 1.

Rehabilitation Work Is Well Under Way

NO doubt everyone who has ridden on the South Shore Line within the last two months has noticed the great amount of work being done on the railroad in the way of rehabilitation. It is planned to spend more than a half million dollars on this work before winter weather.

Thirteen gangs of men are at work on the road bed alone, one of the most important phases of the program, and between 400 and 500 extra men are engaged on the entire line.

The most important features of the work now under way are:

Laying of heavier rail between Kensington and Hammond.

General improvement of the entire road bed from Kensington to South Bend and replacing of old ties with new wherever needed.

Occupation of a new passenger station at South Bend and remodeling of other stations.

Enlargement of freight stations to take care of increasing business.

Installation of new electric overhead equipment between Kensington and Hammond.

New 100-lb. steel rail, steam railroad standard, is being laid between Kensington and Hammond to replace the old 70-lb. and 80-lb. rail. It is expected that this work will be finished by cold weather.

Faster Time Possible

The new rail will permit high speed operation on this section of the line, where there is a minimum of highway crossings, with greater safety and comfort for passengers. More than six miles of the double track has already been laid.

It is expected that 40,000 new creosoted ties will replace old ones on the line before cold weather forces cessation of activities. More than half this amount have already been laid.

New angle bars, the plates used to strengthen the rail joints, are being bolted on and this work has already been completed from Hammond past New Carlisle.

Ten carloads of cinders are being used daily to improve the ballast of the road bed. Ditching for improved drainage has been completed over nearly the whole system.

All cars are being renovated throughout and repainted. The new colors of the cars, a South Shore Line orange with mahogany trimming, have attracted wide attention, ten of them having been finished and placed in service.

The rehabilitation work on the South Shore Line will continue throughout 1926 and upon its completion it will be one of the most efficient, high speed, electrically operated railroads in the country.

A NEW ERA

THE South Shore Line has entered a new era in its existence. Since the middle of July the railroad has been under the management of Samuel Insull and associates.

A complete program of rehabilitation which includes re-electrification of the entire railroad—changing of the present alternating current system to direct—has been started. This is a huge task and one that will take many months to complete.

This rehabilitation work is necessary, however, to bring the railroad up to the high state of efficiency demanded by the new management. It will be the constant aim of the new management to make the South Shore Line one of the most modern and efficient electrified railroads in the country.

This little publication—SOUTH SHORE LINES—will tell you in a few lines every month some of the things we are trying to do to make this a railroad you will be proud to travel on. The editor will welcome suggestions, commendation of employes and complaints. Address Editor, South Shore Lines, Room 2019, Peoples Gas Building, Chicago.

A parking place is a spot where you leave your car to have the back bumper bent.

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Re-electrification Work to Start Soon

MATERIAL to be used in the re-electrification of the Chicago South Shore and South Bend Railroad will be delivered within a short time. Upon its arrival work will be started on eight new sub-stations which will house the new electrical equipment needed to supply the line with power.

This new equipment will include features which have never before been used by an electrically operated railroad and the whole job will entail an expenditure of approximately $900,000. The re-electrification will be completed by July 1, 1926.

Use Central Control

One of the new features of the proposed installation is a carrier current type of centralized supervisory control which will be an entirely new practice in the operation of electrified railroads. This new invention has been tested at the General Electric Company's research laboratories at Schenectady, New York and the South Shore Line will be the first electrified railroad in the country to put it into practical operation.

Under this new system the supply of electrical energy for the entire railroad will be controlled from a central office, thus simplifying operation to a great degree.

Six of the new sub-stations will be automatically operated, and two will be of the manual type. The equipment for four of the sub-stations will be of the rotary converter type and the balance of the mercury arc rectifier type. This latter installation will be the first of its kind to be used on an electrified railroad in this country.

Ornamental Buildings

The new sub-stations will be located at Columbia Avenue, Hammond; Gary; Ogden Dunes; Tremont; Michigan City; Tea Lake; New Carlisle and South Bend.

The buildings will be constructed of brick and will be of ornamental architecture. Capacity of five of the sub-stations will be 1500 kilowatts. The others will be 750 kilowatts, but the equipment will permit increasing their capacity to 1500 kilowatts.

Electrification of the railroad is part of the rehabilitation program which has been started since Samuel Insull and associates took over the management of the railroad in July.

AS PER SCHEDULE

Two farmers met on a country road, and pulled up their teams.

"Si," said Josh, "I've got a mule with distemper. What did you give that one of yours when he had it."

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine, and it killed him."

"Killed mine, too. Giddap."

DUNES NOW DECKED IN BEAUTIES OF FALL SEASON

The Dunes in Autumn!

A thought to inspire joy in the heart of the lover of natural beauty. It is then that the Dunes hold forth in gala attire. A carnival of colors as their last stand against the whites and grays of winter.

Many dune lovers make their only trips to this picturesque section of the country during the fall. The brisk autumn air is an added incentive for long hikes through the wooded sections, along the swamp borders or over the glistening sands.

Autumn is an ideal time for those who have yet to make their first visit to the Dunes. The resplendent array of Nature's tints rivals the most beautiful of her handiwork. Plan to spend an enjoyable Sunday in this wonderland of pristine beauty.

In order that Autumn visitors to the Dunes may be supplied with the best possible service, the Tremont station, "The Gateway to the Dunes," will remain open during the entire season. In past years it has been closed following Labor Day.

NEW PASSENGER STATIONS WILL IMPROVE OUR SERVICE

A handsome new passenger station at La Salle and Michigan Streets in South Bend was occupied during September by the South Shore Line.

The interior of the station was entirely remodeled, new fixtures installed and it has proved a valuable addition to the service in South Bend.

A comfortably furnished ladies' rest room and a smoking room for men is provided in the new station. The Traffic Department of the line has its South Bend office in the station.

The Michigan City station has also been remodeled in a like manner and similar plans are being made for other stations.

Architects are preparing plans for forty way stations to be built as shelters at the points of the line where traffic will not permit larger structures.

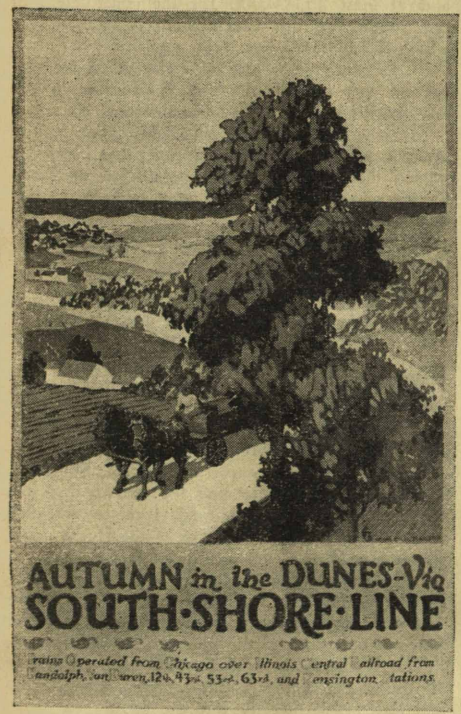
Traffic Officer: "What is your name? You were doing 38 miles an hour."

Proud Motorist: "You're crazy; I was doing better than that—I just had it overhauled."

Hail This As Biggest Football Season

EARLY indications are that a second edition of the famous "Four Horsemen" is being shaped into form by Knute Rockne, "Wizard of Notre Dame." "Old Man" Stagg, at the University of Chicago, can always be depended upon to have a squad of champions, or near champions. "Moon" Baker is being counted on by the followers of the "Purple" at Northwestern, to "burn up the conference" this year.

October Poster



The October South Shore Line poster, "Autumn in the Dunes", is reproduced above. It is by Oscar Rabe Hanson, one of the leading poster artists of the country, and depicts in colors the beauty of the Dunes in the Fall.

The South Shore Line posters, one of which is posted each month at stations on the railroad and at the elevated stations of the Rapid Transit Company in Chicago, have been the subject of much favorable comment since their beginning several months ago. The brush of the artist is used in the posters to show the many beauty spots of the territory served by the railroad.

The South Shore Line is admirably situated to render good service to followers of football which, even with its short season, is rapidly becoming one of the country's most popular sports.

Trains operate to the center of South Bend, home of the "Fighting Irish." Stagg Field, where the University of Chicago's home games are also to be played, is but a short distance from the 53rd Street station of the South Shore Line and Illinois Central in Chicago.

One of Northwestern's home games is to be played at Soldiers' Field, the stadium in Grant Park, one at Stagg Field and the remaining two at Evanston. Soldiers' Field is most convenient to the Roosevelt Road suburban station of the Illinois Central at which South Shore Line trains also stop. Chicago Rapid Transit trains operate within two blocks of the Northwestern athletic field in Evanston. The Randolph Street "L" station is a block from the Randolph Street I. C. station, terminal of South Shore trains.

The home schedules of these three teams and their opponents are:

Notre Dame

Lombard, October 3; Beloit, October 10; Carnegie, November 14; and Northwestern, November 21.

Chicago

Northwestern, October 17; Purdue, October 31; Dartmouth, November 14; and Wisconsin, November 21.

Northwestern

South Dakota, October 3; Carleton, October 10; Tulane, October 24 (Stagg Field); and Michigan, November 21 (Soldiers' Field).

Get your football tickets early and the South Shore Line will take you to the game and back home in fast, clean, comfortable trains.

STRAIGHT THROUGH

There was a young lady named Stella
Fell in love with a bow-legged fella.
This risky young chap
Let her sit on his lap,
And she fell right through to the cella.

Shylock (at telephone): Three thousand ducats, Vell?

Operator: Ducats thr-r-r-ee thousand has been changed to Worth 2100. Will you make the call again, please?

LINE ORDERS NEW ELECTRIC LOCOMOTIVES FOR FREIGHT USE

Four new electric freight locomotives, to cost $55,000 each, have been ordered by the South Shore Line. They are necessary to take care of the freight business of the railroad which is increasing materially since Samuel Insull and associates assumed management.

The locomotives will be built by the Westinghouse Electric and Manufacturing Company and will have a capacity of 1280 horsepower. They will be placed in service on July 1, next year, when it is expected that the re-electrification of the line will be completed.

The acquisition of the new 80 ton locomotives will enable the Company to give more efficient and rapid freight service to the towns it serves.

Freight Business Increases

Freight business of the railroad has shown substantial increases since the opening of three new receiving stations in Chicago, at 1149 West Polk Street, 41st Street and Union Avenue in the Stock Yards district and at 63rd Street and Calumet Avenue on the south side.

These new stations are in addition to the Illinois Central South Water Street station, near the heart of the city; and at the South Shore Line's Kensington Station.

Through rates and service on freight has also been newly inaugurated to Elkhart, Mishawaka, Goshen and LaPorte in Indiana; and Niles, St. Joseph and Berrien Springs in Michigan.

All shipments delivered to Chicago receiving stations up to 6 o'clock in the evening are ready for delivery at South Shore Line stations at 7 o'clock the following morning.

HERE'S BOOKLET ON DUNES

"Duneland", a handsomely illustrated booklet prepared and published by the South Shore Line, which tells something of the history and the fauna and flora of that picturesque region, will be mailed free to anyone interested in the Dunes, upon receipt of a request.

It's easy to get. Simply address the Traffic Department South Shore Line, 79 W. Monroe St., Chicago.

VIADUCT OVER LINCOLN HIGHWAY

Tracks of the South Shore Line crossing at the Lincoln Highway, at New Carlisle, are to be elevated to permit the highway to pass under a bridge at that point. Work is to begin soon. Service will not be interrupted during the construction period.

Johnnie: "Mother, I just seen.....
Mother: "Johnnie, where's your grammar?"
Johnnie: "I was trying to tell you she's down at the barber shop having her hair bobbed."

GARY IS GROWING FASTER THAN ANY TIME IN HISTORY

Gary's growth in new home, office and industrial buildings and in population promises to exceed that of any year of its history.

It is estimated that nearly $30,000,000 will be the total of expenditures in new buildings in that city before the close of the year.

"Approximately $15,000,000 will have been expended in Gary this year in industrial construction work," said Tom Cannon in a recent article in the Gary Post-Tribune, "including $10,000,000 for new units and replacements in Gary Works, and at least $5,000,000 for the construction of new units for the Gary Tube Company, for which $21,000,000 has been appropriated.

"Construction has just been started on the new harbor and cement plant at Buffington, in this city, which will cost $3,000,000 when completed.

"In view of these staggering construction figures, many conservative citizens declare that Gary has passed the 85,000 mark in population as shown by the school statistics and other reliable population barometers."

"Why go to Florida?" Mr. Cannon concludes.

BURNS DITCH FINISHED: BRIDGED IN RECORD TIME

When water is wanted it's hard to get along without it; but when it isn't wanted it's a nuisance. It doesn't take a philosopher to figure that out.

Twenty thousand acres of land, 2,000 being within the city of Gary and the rest nearby, it is estimated will be reclaimed from undesirable water through the construction of the Burns ditch, which was finished the middle of last month.

Engineers say that floods in South Gary during the spring freshets will now be a thing of the past and subdivision of property formerly under water at that time of the year has already begun.

The Burns ditch will carry all the flood waters of the upper Little Calumet river, Deep river and Salt creek directly into the lake.

A 90-foot steel bridge was found necessary to carry South Shore Line trains over the new ditch and within 21 days after the structure was started, trains were being operated over it. This is believed to be a record for similar construction work.

NEW SCHEDULE IN EFFECT

Revised train schedules on the South Shore Line were put into effect on October 18. Your ticket agent will supply you with new time cards giving the time changes. Get one so that you may avoid any inconvenience.

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. NOVEMBER, 1925 No. 2.

Parts of Rehabilitation Work Completed

MANY of the tasks involved in the rehabilitation of the South Shore Line have already been completed and are distinctly noticeable in the increased comfort in riding over the railroad.

Work on other phases of the program will continue, however, as long as weather permits.

Some of the things that have been done are:

Ten miles of old 70 and 80-lb. rail between Kensington and Hammond replaced with 100-lb.

Entire track from South Bend to Kensington resurfaced. More than 300 cars of cinder ballast were used.

New track joints installed over the entire line. Approximately 11,000 pairs of angle bars were used.

All block and other signals rebuilt, including wiring and controls.

New telephone lines for company communication installed. This line is now being transferred to new poles from Gary to Hammond.

Entire right of way cleared of under-growth, improving range of vision at highway crossings.

Portions of the rehabilitation work now under way are:

Rock ballasting of the section from Kensington to Hammond, 60 per cent completed.

New Steel Work Up

One mile of new steel trusses for support of trolley wire, to be installed between Kensington and Hammond, in place.

Fencing gang at work west of Gary erecting 54 inch fence with barb wire strand at top, on edges of right of way.

Steam shovel at work west of New Carlisle widening cuts and grading.

Preliminary arrangements are now being made for starting work on the Lincoln highway bridge as plans have been completed.

Plans for the new bridge across the Industrial highway have been drawn.

All side tracks are being extended and several new ones built to take care of increase in freight business.

Freight stations have been renovated and platforms extended.

Four of the new substations which will also be parts of re-electrification are under consrtuction and work will start soon on a fifth.

GARY, TREMONT PASSENGER STATIONS TO BE REMODELED

The Gary passenger station of the South Shore Line is to be completely remodeled. Plans have been completed and work will start on the station immediately.

Workmen are already busy on the station at Tremont which is also to undergo a complete renewal.

The changes at Gary will greatly improve the structure and provide better comfort and service for patrons. On the exterior the outside layer of brick will be removed and stucco substituted. The upper half will be finished in English style, half-timbered.

Larger windows will be built in the walls which, with full length plate glass in the doors, will provide increased light for the interior. A canopied platform will extend from the front of the present structure, at the level of the station floor, to the sidewalk. The new entrance to the station will be at the east end of the building.

The station interior will be refinished throughout, lighter shades of paint used, and more comfortable benches and other accommodations for patrons provided.

A tower will be built directly west of the station, the second floor of which will be used for train dispatchers with a trainmen's room and a baggage room beneath.

Larger Station at Tremont

At Tremont the railroad has purchased a building forty feet square which formerly stood at the east of the highway crossing at that point. It is to be permanently located as a station on a spot directly north of the old station site.

The station will be remodeled both on the interior and exterior with large casement windows across the front and sides and adequate provisions for the comfort of patrons.

A long siding will be constructed at Tremont to care for special parties and other extra trains of visitors to the Dunes. A long loading platform will be built along this siding and in front of the station.

Operating 28 More Trains Than Year Ago

PATRONS of the South Shore Line are being served by twenty-eight more trains each day than at this time a year ago.

This number of new trains has been added to the schedule of the railroad to take care of the increasing passenger business experienced since it came under the management of Samuel Insull and associates.

"It is the policy of the new maangement to put on new trains in anticipation of demand rather than wait until the demand of the riding public makes itself felt," said Thomas G. Hamilton, assistant general manager, in discussing the additions to the service."

Two of the new trains are through trains from South Bend to Chicago, one leaving the eastern terminus at 9 p. m. and the other leaving Chicago at 10 p. m. Both have proven very popular with patrons of the railroad.

The balance of the trains are portioned over the other forms of service given by the South Shore Line. In addition extra trains were operated during the summer seasons over week-ends to the Dunes and other outing spots on the line.

"We have found almost immediate response from our patrons in the cases of new trains," Mr. Hamilton said. "I feel sure that they appreciate our efforts to make traveling easier and more convenient."

ESTABLISH MICHIGAN CITY MOTOR COACH CONNECTION

The South Shore Coach line, operating between Michigan City and St. Joseph and Benton Harbor, Michigan, now has as its southern terminus the South Shore Line passenger station at Michigan City. This will make connections between the two lines most convenient.

The motor coach line is now operating six daily trips in each direction and an additional trip each way on Sunday. The trip between Michigan City and St. Joseph is made in two hours and twenty minutes.

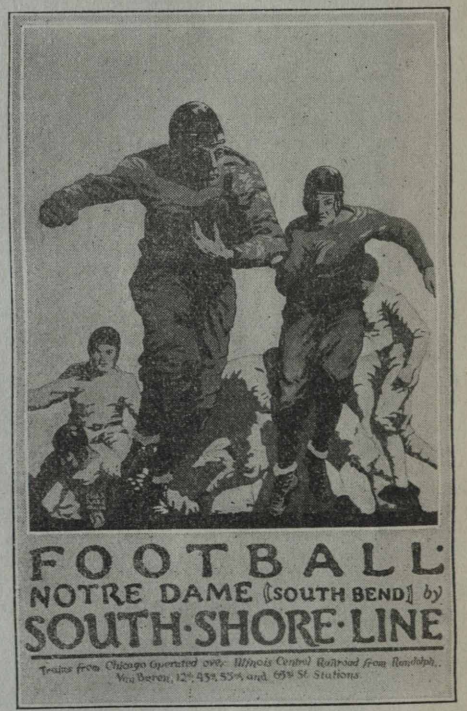
The coaches on the new line are of a commodious, comfortable type and travel through the scenic lake shore and fruit belt country. They connect at Benton Harbor with bus lines for South Haven, Saugatuck, Holland, Grand Haven, Muskegon and Grand Rapids.

The company also has available special coaches which may be chartered by parties.

Said the haughty lady. "What is your other name, William, I always call my chauffers by their last name."

"Yes, madam," said William, "My last name is Darling."

November Poster



Notre Dame University of South Bend has gained nation-wide fame with its football teams.

The crashing attack of Coach Rockne's gridders, together with the colorful appeal of football itself, is artistically represented in the current South Shore Line poster, reproduced above.

Two important games on the Notre Dame schedule, the Carnegie and Northwestern games, on November 14 and 21 respectively, the former the homecoming game, will attract thousands to South Bend. It is in honor of these struggles that the South Shore Line has produced this poster. It is by Oscar Rabe Hanson, well known Chicago poster artist.

Pullman Company Building 29 New Cars

TWENTY-NINE steel passenger cars are now being built by the Pullman Car Manufacturing Corporation for the Chicago South Shore and South Bend railroad. Two of these cars will be dining cars and two will be parlor-observation cars. Twenty-five will be motor-passenger coaches.

The Pullman company has agreed to have the cars ready to be put into service on the line early in July of next year. The regular passenger coaches will cost the company approximately $1,125,000 and the special equipment and finish of the four additional coaches will make their cost somewhat greater.

This new equipment will nearly double the present passenger equipment of the railroad. Dining and parlor observation cars have never before been used on the South Shore Line.

The new passenger cars will seat 56 persons; will be 60 feet long, which is 6 or 7 feet longer than the present cars, and will be 10 feet in width. Each car will be equipped with four 200 horse-power motors, two on each truck. They will be capable of developing a high rate of speed.

Will Have Vestibules

The new cars will be equipped with standard vestibule and diaphragms enclosing the passageway between cars, such as are used as standard equipment on steam railroads. The South Shore Line will be the first completely electrified railroad in the country to use this kind of equipment. This is a feature which will provide for greater safety for patrons of the Railroad in passing from one car to another as well as protection from inclement weather.

All of the motor cars now in use, as well as the trailers, will be remodeled as rapidly as possible along the same lines as the new equipment.

Many other modern improvements in design and workmanship are provided in the new cars. Green mohair velvet seats, smoking compartments, rich brown mahogany woodwork, light cream ceilings and dome electric lights are among the details of the interior finish. The cars will be provided with both hot water and electric heating units.

Heavier Than Present Equipment

The new cars will be heavier than the present equipment and this increase in weight together with larger springs and the improvement being made in the road bed, will greatly improve comfort in riding.

The cars will operate by direct current with a pantagraph for collection of the current from the trolley wire. The exterior will be painted the new South Shore Line orange, the color now being painted on the present equipment.

The dining cars will provide space for serving twenty-four persons at one time. The tables will be of standard steam railroad size providing adequate room for service. Tables for four will occupy one side of the car and tables for two the opposite side. The kitchens of the cars will be models of compactness and electricity will be used for cooking.

Have Observation Platforms

The parlor observation cars will accommodate thirty or thirty-two persons. Individual chairs will be provided with deep upholstery of mohair velvet. Thick carpets will cover the floors of the cars.

The cars will have observation platforms at each end. These will be entirely enclosed with glass which will permit their use in winter as well as in summer. A buffet kitchen has been provided in the plans to permit the serving of light refreshments.

The interiors of both the observation and dining cars will be decorated in the latest fashion with softly blending colors including hand-painted decorations by skilled artists.

Purchase of the new cars is another step in the rehabilitation program being put into effect on the Railroad since it came under the management of Samuel Insull and associates.

COMMENDATION

The following letter commending Conductor Hall and thanking F. W. Shappert, assistant to the vice-president, for a refund on tickets has been received by the latter:

I received $1.90 express money order for two tickets from Gary to Chicago. I want to thank Mr. Hall, your conductor, for his very courteous treatment. He is a credit to your service. Tell him I said so. I left the station at Gary and forgot to pick up my tickets at the Agent's window.

L. E. Jacobson.

South Shore Line employes pride themselves on their courtesy. They are always glad to know that it is appreciated by our patrons.

Kustomer: "Give me a comb without pyorrhea."

Klerk: "Whaddaya mean?"

Kustomer: "One whose teeth won't fall out."

HEY, NIMRODS! HERE'S A HAPPY HUNTING GROUND!

See that flock of teal coming this way over the crest of that tall dune? Hear those mallards quacking over there in that tamarack swamp? No SIR, that tingle running up and down your spine isn't from your cold feet. It's the lure of the hunt.

It's time to get out the shotguns and wipe off the grease that has encased them through the summer, if you haven't already. The season is on.

Quail are running around in the dunes woods, too, and Br'er Rabbit is whisking his cottontail through the sumac. Quail season runs from November 10 to December 20. The rabbit season is a little longer and the duck season also runs until the latter part of December.

The Hoosiers have the edge on the non-residents of Indiana in the matter of licenses. They pay only a dollar while the non-resident fee is $15.50. But 'tis said that the hunting along the South Shore Line is worth it. Our trains tap the heart of the "huntin'" ground that skirts the dunes. Licenses may be acquired from the secretary of state at Indianapolis or from the county clerks.

Hear the whir-r-r of those pintails? And that quail sitting over there on that stump is challenging your aim.

BUILDING FORTY SHELTERS

Forty new shelters, to be used at local stops, are now being built at Michigan City. As fast as they are completed they will replace structures in use at present and will also be erected at several other points on the line.

These shelters are 'H' shaped with the open ends facing in each direction along the track and will provide protection from inclement weather. They are of attractive design, with beamed, over-hanging roofs and paneled walls. They will be of wood, and will be painted the new South Shore Line orange, trimmed with maroon.

John McCormack At South Bend

John McCormack, famous Irish tenor, will appear in recital at South Bend, on November 20, at popular prices. The recital will be for the benefit of the Scholarship Club, of Notre Dame university. Persons along the South Shore Line attending the concert will find our service most convenient.

Teacher: "I have went. That's wrong, isn't it?"

Pupil: "Yes, ma'am."

Teacher: "Why is it wrong?"

Pupil: "Because you ain't went yet."

CHICAGO CIVIC OPERA HAS MOST AUSPICIOUS OPENING

The Grand Opera season was launched November 3 by the Chicago Civic Opera Company with the Chicago Premiere of Richard Strauss' "Der Rosenkavalier". The 1925-26 season promises to be one of the most auspicious in the history of the company.

Among the stars of this year's season are: Mary Garden, Claudia Muzio, Rosa Raisa, Giacomo Rimini, Antonio Cortis, Edith Mason, Alexander Kipnis, Olga Forrai, Jose Mojica and others. Giorgio Polacco is again leading conductor of the company.

"Der Rosenkavalier" is in a comic vein and is the first opera of that kind to be accorded the distinction of opening the season. It was met with high acclaim by critics as well as the audience at the premiere.

Opera goers will find the South Shore Line station at Van Buren street and Michigan Avenue most convenient when going to and from the Auditorium. It is within a block and one-half of the theater.

VISIT THE LIVE STOCK SHOW

The greatest live stock exhibition in the world is held annually at the Union Stock Yards in Chicago. This year the International Live Stock Exposition is to be held at that place from November 28 to December 5 inclusive.

Entries of blooded stock are being received from every part of the world. In addition to the finest display of live stock many prominent men are present at the show to give their opinions on the science of agriculture.

Passengers coming to Chicago to visit the show on the South Shore Line, may make connections with the elevated trains of the Chicago Rapid Transit Company at Sixty-third or Forty-third street stations. The elevated trains run to the gate of the Stock Yards amphitheatre.

The show this year promises to surpass that of any former season.

BIG FORCE AT WORK

More than 900 men are at work on the South Shore Line engaged in the rehabilitation program. When the work was started last July there were only 200 men at work in the maintenance of way department. This large force of workers will be kept busy until cold weather forces cessation of activity.

IMPRESSIONISTS

First Art Student. Lend me a thumb tack.

Second ditto. Haven't any. Use your finger nail.

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th Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. DECEMBER, 1925 No. 3.

Two New Trains Added to Our Service

TWO new trains, one an after-theater train leaving downtown Chicago at 11:15 p. m., the other leaving South Bend at 11 p. m., were added to the schedule of the South Shore Line Sunday, December 6.

For the convenience of theater goers the train from Chicago starts from the downtown suburban terminal of the Illinois Central and the South Shore Line at Randolph Street and Michigan Avenue, daily except Sunday.

Passengers are carried to their destination without change of trains and local stops are made to receive or discharge passengers, which is a further convenience for late travelers. It is operated to Michigan City, arriving there at 1:25 a. m.

On Sunday this train leaves the Kensington station and an Illinois Central suburban train leaving the Randolph Street station at 11:15 p. m. connects with it at Kensington.

Late Train to Chicago

The South Bend train is a Chicago Special, making only limited stops, and arrives at Randolph Street at 1:52 a.m. Both trains are proving popular with late travelers. All other through trains between South Bend and Chicago remain the same.

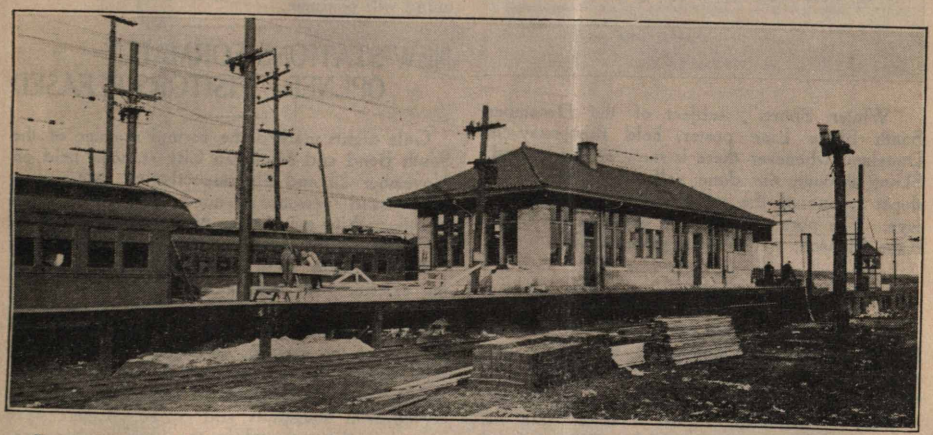
Improvements in the schedules of local trains have also been made with the revision of the time card. These changes will make trains available to our patrons when they are needed most and will eliminate a portion of the waiting time for transfer at Kensington. Passengers who ride on limited trains are not affected, however, as these trains run to downtown Chicago without change at Kensington.

GARY STATION WORK STARTS: TO BE FINISHED MARCH 1

Remodeling of the Gary passenger station is under way and it is expected that late in February or early in March 1926, it will be finished.

As outlined in a recent issue of SOUTH SHORE LINES, the Gary station is to undergo extensive alterations and improvements for the comfort of patrons on the interior as well as the appearance of the outside of the station.

Work on the tower for train dispatchers in the rear of the station is progressing rapidly and a start has been made on the exterior veneer of tapestry brick which will cover the sand brick now in place, as far as the windows. Above this point the station walls will be finished with stucco and half-timbered.



Remodeling of the station at Gary and the building of a dispatcher's tower is now under way. The beginning of the work is shown above.

Complete Part of Rehabilitation Work

COLD weather is causing a temporary halt in many of the parts of the South Shore Line rehabilitation program. A survey of the work done, however, shows many progressive steps finished in the task of bringing the railroad on a par with any electrically operated line in the country.

DECEMBER POSTER

"Winter Sports", subject of the December South Shore Line poster, hold full sway in Duneland whenever there is snow on the ground. Skiing through the dune valleys and down the slopes is one of the most exhilarating of winter joys. The poster reproduced above is by Oscar Rabe Hanson, well known poster artist.

THE SILVER JUBILEE

An old farmer and his wife were standing before their pigsty looking at their only pig, when the old lady said, "Say, John, it will be our silver wedding tomorrow. Let's kill the pig."

John replied with disgust: "What's the use of murdering the pig for something what happened twenty-five years ago."

Some of the things which have been completed since the last issue of SOUTH SHORE LINES are as follows:

Double track between Kensington and the state line, on which 100-lb rails has been laid, ballasted with rock.

Steel trusses for the support of trolley wire in place from Kensington to Hammond.

South Bend and Michigan City stations remodeled, redecorated and formally opened.

Baileytown, Wilson, Kaiser and Forsythe sidings, each with a 45-car capacity, completed.

Among the portions of rehabilitation still under way are:

New shelters at local stops from Michigan City to Gary and five east of Michigan City in place.

Ten cars of sand a day being used for widening road-bed and for extending sidings.

Work on new electric sub-stations to be used under the re-electrification program well under way.

Detour track at the Jacob Geyer ditch in place and work on removing old concrete structure started.

Bids being taken for new bridge over Lincoln highway near New Carlisle.

Work on the "ideal section" and the new overhead work between Kensington and Hammond will continue.

NEW STATIONS FORMALLY OPENED; VISITORS PLEASED

Gala nights marked the formal opening of the South Bend and Michigan City stations, held on November 20 and 21, respectively. More than a thousand persons attended the South Bend opening while more than twice that many were the guests of the railroad at Michigan City.

Both stations were elaborately decorated, on the exterior with flags and bunting, and on the interior with beautiful palms and bouquets of chrysanthemums. An orchestra furnished music throughout the evening, interspersing syncopation with operatic selections.

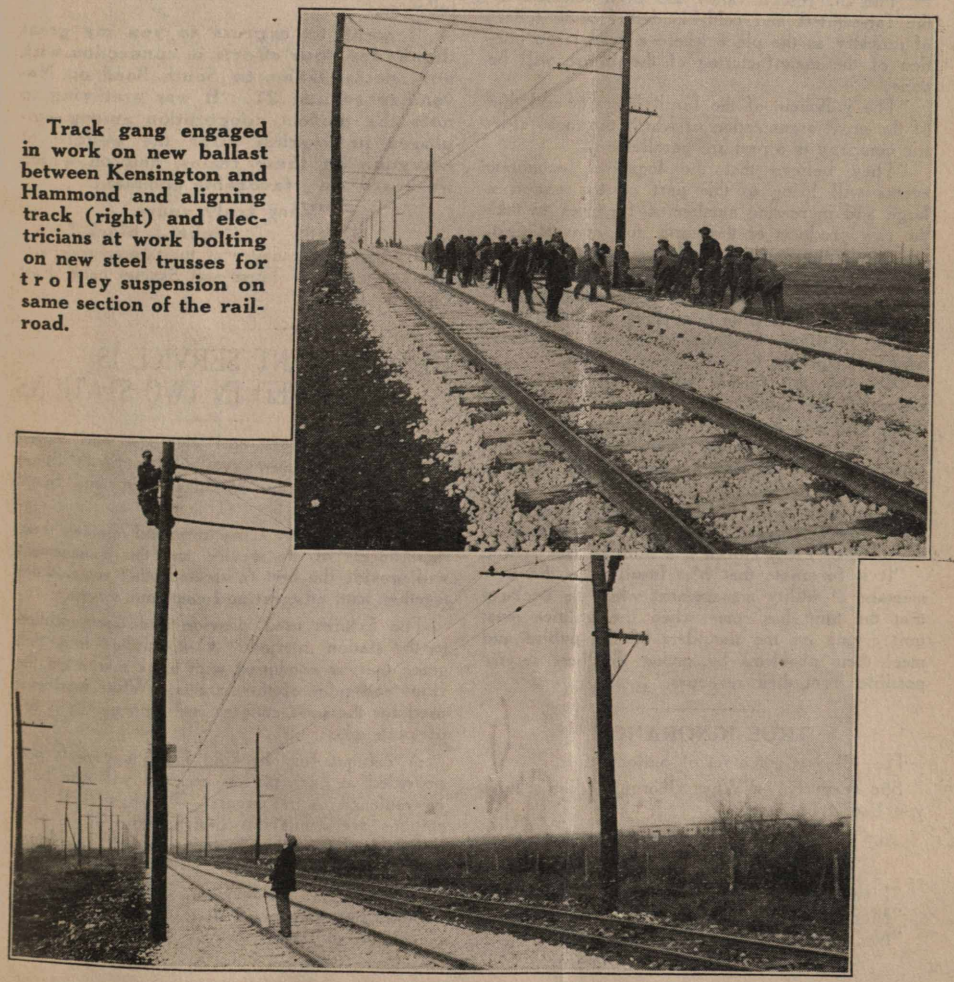
Visitors to the stations on these evenings were served with doughnuts and coffee. Cigars were passed to the men, while the women were presented with useful shopping bags.

Railroad to Have Ideal Section of Track

CONSTRUCTION of what will be known as an "ideal section" of the South Shore Line has been started east of Miller. This section of the railroad will extend for one mile east of Miller and will represent the type of improvement which will be made on the railroad during the next few years.

New electrical overhead construction, embodying all the latest principles combined with artistic design will be built. Workmen are busy now putting in the concrete foundations for the steel uprights which will support the bridge-like steel cross-pieces, from which the trolley wires will be hung. These steel structures will be 28 feet high, 35 feet across and will be placed 300 feet apart.

The particular section of the Company's right-of-way which will be improved in this manner, lies between the Dunes highway and the New York Central Railroad where it will be a continous advertisement of the South Shore Line's progressive policy in making the railroad one of the most modern in the country.



Track gang engaged in work on new ballast between Kensington and Hammond and aligning track (right) and electricians at work bolting on new steel trusses for trolley suspension on same section of the railroad.

Paper Discusses "Workshop of America"

THE South Bend News-Times, in an editorial headed "Workshop of America" printed on December 1, discussed the future development of the territory served by the South Shore Line in commenting on an address made by Samuel Insull, Jr., vice-president of the railroad, before the South Bend Chamber of Commerce.

An extract from the editorial follows:—

"Financiers do not invest huge sums without first analyzing all the factors upon which their enterprise depends for success.

'They employ experts to study conditions, to delve beneath the surface of things, to discover every fact which may have a bearing upon the probable growth or possible decay of localities into which they send their adventuring dollars.

"The St. Joseph valley has been selected by the far-sighted and cold-blooded fortune tellers of industry as the place where a very large portion of the manufacturing of the future will be done.

"The judgment of the Insull interests and that of the great organization of which the local electric company is a part are parallel.

"They believe that the logic of economic events will bring to this part of the nation a large and increasing number of factories to take the raw products of the earth and convert them into modern necessities and luxuries.

"They reached this conclusion by adding together the factors which mark for economic manufacture Among these is nearness to the market, freight facilities, healthful conditions for those who will work in these factories.

"One of the factors which can hasten this vision of the future is faith in that dream by those who are now residents of this city.

"A spirit of optimistic faith will attract the enterprises to a city much more quickly than an attitude of complacency or indifference.

"The speed with which the Insull dream will come true will depend upon how firmly fixed in the mind of every citizen is a faith in that dream.

"It is fortunate that Mr. Insull adds the new message of utility management when he declares that the time has come when the utilities must quit crying on the shoulders of the public and meet their problems by giving the best service possible from their revenues."

TRUE IGNORANCE

He—"I just got a set of balloon tires."

She (eagerly)—"Why, George, I didn't know you had a balloon."

A CHOICE OF FURNITURE

"I vant a nice easy chair for mine husband."

"Morris?"

"No. Jacob."

COMMENDATION

Among the letters received by J. K. Gray, general superintendent, complimenting the company on the service rendered on two special trains to football games in South Bend, was the following:

"I want to express to you my great thanks for your efforts in connection with our special trains to South Bend on November 14 and 21. It was gratifying to note the perfect cooperation among employes in looking after the welfare of everyone on these trains, and on which we heard very favorable comment.

"Very truly yours,
"John J. Block."

Mr. Block is manager of the insurance department of the First Trust and Savings bank, East Chicago, Ind.

REFRESHMENT SERVICE IS OPENED IN TWO STATIONS

Luncheons, cigars and cigarettes and varied soft drinks are now available to South Shore Line patrons in the Michigan City and South Bend stations.

The South Shore Line owns and operates these departments of its service and the management will provide the best foods and other commodities together with efficient and courteous service.

The fixtures used provide a distinct addition to the station interiors. Oak, finished in a rich green tone, is combined with black marble on the front and sides of the fixtures. White marble is used for the soda counter and the cigar cases are of plate glass.

A cabinet for checking hand luggage is also provided at each station and this will also be a convenience to passengers. The fixtures at both stations are similar in design and will be used as standard for other installations at South Shore Line stations.

The sanitary arrangements at the fountains are of the latest improved design and insure utmost cleanliness in this service.

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the Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. JANUARY-FEBRUARY, 1926 No. 4

South Shore Line Agents Will Reserve Seats For "The Miracle"

THOUSANDS of persons living in the cities served by the South Shore Line are planning to see "The Miracle" which will be presented at the Auditorium Theatre in Chicago for six weeks—February 2 to March 20.

Realizing the big demand for tickets, the South Shore Line has made special arrangements with Morris Gest, producer of this stupendous production, through which all South Shore Line passenger ticket agents will reserve and obtain tickets for this great dramatic spectacle upon request.

This will be a distinct service to patrons of the South Shore Line as the demand for seats is great.

Considered Civic Undertaking

The production of "The Miracle" in Chicago, which is regarded as the most momentous presentation in the city's theatrical annals, is considered more as a civic undertaking than a theatrical venture.

"The Miracle" is considered to be the world's greatest dramatic spectacle. The production is so big, the cast so large and the changing of the character of the interior of the theater to represent a Twelfth century Gothic cathedral is so costly, that no profit is made on its production. Public spirited citizens, in the cities where it has been shown, have met the deficit.

"The Miracle" is staged by Max Reinhardt and was first produced by Mr. Gest at the Century Theater in New York in 1924.

Produced in Six Cities

"The Miracle" opened in New York on January 15, 1924, and ran until November 8, 1924; 298 performances being given. At the last performances, police reserves had to be summoned to take care of the thousands of people who had to be turned away without seats.

It was originally planned to present "The Miracle" only in New York. Requests that it be produced in other cities, however, poured into the office of Mr. Gest with the result that it has been produced in Boston, Cleveland, Cincinnati and St. Louis, where it opened on last Christmas Eve.

Among the many famous stage personages in the production are: Lady Diana Manners in the

(Continued on Page 2)

YEAR OF PROGRESS

The year 1926 will be a year of great progress on the South Shore Line.

It will see complete re-electrification of the railroad, the placing of new equipment in service and the further improvement of the tracks, roadbed and other property in connection with the rehabilitation program.

Every man employed by the South Shore Line is doing his best to give patrons the best service possible with the present equipment and other operating difficulties.

But as soon as the winter storms are over, the work of rehabilitation will be resumed and early in the summer the South Shore Line will be able to give greatly improved service.

HOW TO GET TICKETS FOR "THE MIRACLE"

If you want to see "The Miracle" at the Auditorium Theater in Chicago, tell your wants to the South Shore Line ticket agent in your city.

The South Shore Line has made special arrangements for the securing of tickets with Morris Gest, producer of this great dramatic spectacle.

The tickets will be delivered to your local ticket agent for you.

"Greatest Production in Stage History"

(Continued from Page 1)

role of the Madonna, and also alternating in the role of the Nun; Miss Elinor Patterson, daughter of one of the co-publishers of the Chicago Tribune, who alternates in the role of the Nun; Elizabeth Schermer, alternating in the role of the Madonna; the Honorable Iris Tree, daughter of the famous Beerbohm-Tree, as the Nun, and Schuyler Ladd as the Prince. The original cast of principals will appear in Chicago in its entirety. There are more than 600 other actors and singers in the cast.

No words are spoken in this production. The entire performance is in pantomime, although there are chants and choruses and music in connection with the picturesque ceremonies.

Performances begin promptly at 8 o'clock in the evening, and at 2 o'clock on Wednesday and Saturday matinees. There will be an extra holiday matinee on Lincoln's birthday and on Washington's birthday; the performance beginning promptly at 2 o'clock.

THE MADONNA

Lady Diana Manners, famous beauty and social leader of England, in the role of The Madonna in "The Miracle."

It is vital for the audience to be seated before the performance begins—out of consideration for others; and, it is desirable to arrive even earlier as there is much to interest anyone who is about to witness the spectacle.

Awes Spectators

Audiences are requested not to applaud until the end of the performance, as the action of "The Miracle" is an inspiring music-drama of rare beauty. It awes its spectators.

Genuine poetical material, such as "The Miracle" legend, forms the basis for this Max Reinhardt-Morris Gest production. It obeys the law of living organism, is transmitted from generation to generation, and bears the impress of each succeeding age.

Before Karl Vollmoeller gave "The Miracle" Legend the form in which it is presented, the story had already gone through a number of transformations. Its origin lies in the midst of medieval times—where, nobody knows, and having been handed down a long line of generations covering many centuries, it became the joint property of various peoples.

Legend Centuries Old

The original story, though never written on parchment, or printed in the books of early printers, is one of the treasures of ancient folklore, which like so many melodious and soulful folk songs, have retained their original freshness and charm for hundreds of years.

It is only of a comparatively recent date that the first systematic attempts have been made to gather the legends of olden times and to preserve them for the edification of future generations.

Davidson and Proctor heard the story of the temptation, fall and redemption of Sister Beatrice and immortalized the legend in pleasing verses.

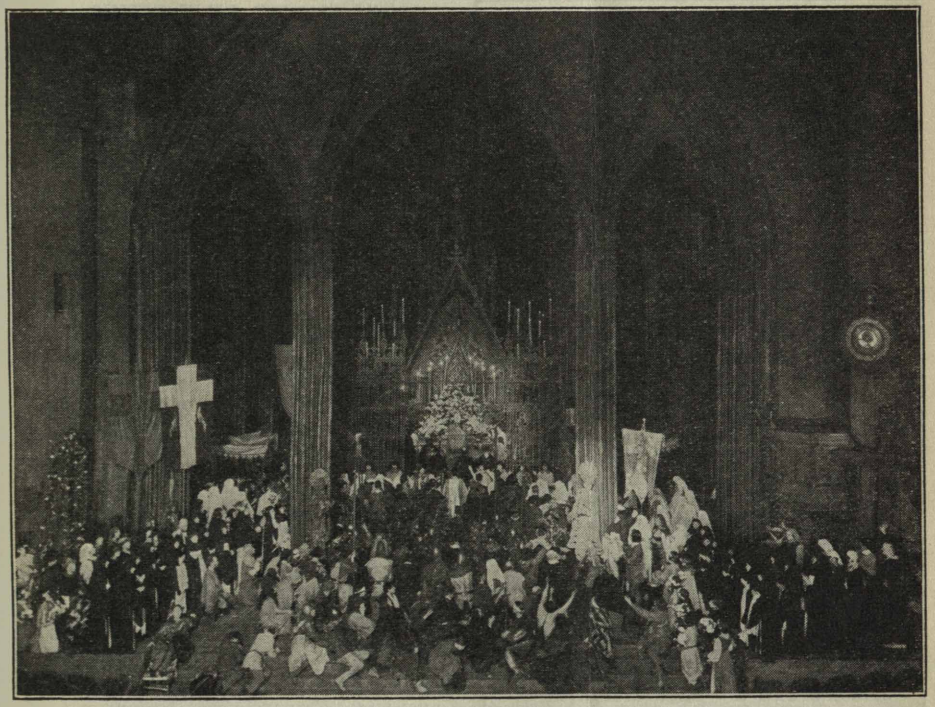
Gottfried Keller, the Swiss poet, when still a boy, became acquainted with Sister Beatrice's life story and he was the first author who recorded it and embodied the tale, a gem of delicacy and poetic feeling, in his "Seven Legends."

Maurice Maeterlinck elaborated upon the same subject and used it in his beautiful miracle play, "Sister Beatrix."

Has Dramatic Power

Karl Vollmoeller's version of the same legend is the one to be seen in the Auditorium. It varies greatly from the old-time tale and the stories and poems written by the other poets; it magnifies the events between the fall and the redemption of the erring Grey Sister, and brings them before our senses with tremendous dramatic intensity and power.

"The Miracle," a symbolical treatment of the eternal struggle of right and wrong within the human breast, is pervaded with that theme of everlasting interest, the probation, fall and ultimate restoration of the struggling human soul. Goethe has used the same fundamental idea in his immortal poem of "Faust."



The opening scene of "The Miracle." A mighty throng of peasants, villagers, the military and church representatives gather at a service in the vast cathedral wherein stands the wonder-working statue of the Madonna.

The scene of Vollmoeller's "The Miracle" lies on the banks of the River Rhine. Here, in the days of long ago, existed a nunnery of the Grey Sisters, an institution so rich and powerful that its equal could not be found in any land. The pride of the nunnery was the Convent Church, an ancient somber and majestic Gothic structure, which held numerous sacred treasures and relics.

Statue Had Divine Power

And foremost among them a wonder-working life-sized statue of the Madonna, which returning pious pilgrims and crusaders had brought home with them from far-away Constantinople and presented to the Convent.

This image of the Madonna had miraculous, divine powers, and many were the sick, crippled and heavy laden who had found recovery from their infirmities and diseases and regained peace of heart and mind and surcease of sorrow and grief before the shrine of the Blessed Virgin.

"The Miracle" throughout is provided with a musical illustration for its pantomime work, which differs entirely in its essentials from any previous productions in which the use of the human voice has been eliminated. Up to the present such productions have been mostly ballets, in which dance music has played the most important part, or pantomime reviews in which again the dance is one of the chief considerations.

None other than Professor Engelbert Humperdinck, the composer of "Hansel and Gretel," and the "Koenigskinder," is its composer. Additional music has been especially composed by Frederick Schirmer, the assistant musical director of "The Miracle."

Einar Nilson, musical director of "The Miracle," who for twenty years has been musical director for all of Max Reinhardt's productions abroad, and who has been especially loaned to Morris Gest by Professor Reinhardt for the American appearances of the music-drama pantomime, personally conducts the great orchestra.

What The New York Times Said About "The Miracle"

Following is what the New York Times said in an editorial on the day after the last performance of "The Miracle" in that city:

"The Miracle" introduced the unique and spectacular genius of Max Reinhardt to the American public, and it enabled one of the foremost of American scenic artists, Norman-Bel Geddes, to give free rein to his talent . . . . Outside of New York it will also succeed, for its reputation as a noble achievement of scenic imagination has preceded it in mighty waves, ... It will remain as a landmark in the history of the American theater . . . . In the realm of art, "The Miracle" has supplied for one thing an example of immense cooperation, of Max Reinhardt, Norman-Bel Geddes, the assisting directors, the actors and the musicians involved. It illustrated the nature and problems of pantomime and of the manipulation of crowds and ensembles and the multiform uses of light. And for the cause of acting it did one thing for which we must forever be grateful, it provided a steady succession of substitutes in the diverse roles, by which we saw the same part played by various artists, and so helped our theater toward something it sorely lacks, the habit of disconnecting acting from the actors' selves and seeing better the character of it as an art.

As theatrical enterprise, "The Miracle" represents a show of energy, courage, enthusiasm and promoting ability and a feat of elaborate engineering that has never been equaled in the course of our more serious stage history. That such a colossal venture could be chanced and made to prosper is a significant comment on the resources and possibilities of our theater public.

FAST

"The boy that gets the job must be fast."

"Mister, I'm so fast that I can drink water out of a sieve."

SOUTH SHORE LINE CITIES PROSPERED DURING 1925

Prosperity in 1925, and continued prosperity in 1926, is reflected in the many annual reports being made in the cities served by the South Shore Line. Bank clearings, building construction and general business all point toward another prosperous year.

The first eleven months of 1925 in Gary bank clearings total $241,708,937, which is $30,000,000 in excess of the total for 1924. It is interesting to note that Gary bank clearings have more than quadrupled in the past six years.

In East Chicago nearly $2,300,000 worth of homes have been built in 1925, according to official estimates. Total of both homes and business structures during the year is expected to exceed $5,000,000.

Gary building totals soared during 1925, the total for eleven months being $12,519,769 and it was expected that the December figures would bring this above $13,000,000, an increase of $4,000,000 over the 1924 total. The United States Steel Corporation in Gary spent $16,000,000 on new buildings and additions during the year and plans to equal that amount in 1926.

Bright Boy: "In Siberia they don't hang a man with a wooden leg."

Innocent Boy: "Why not?"

Bright Boy: "They use a rope."

SERVICE TO "MIRACLE" IS MOST CONVENIENT

"The Miracle," at the Auditorium theatre, Chicago, may be most conveniently reached by South Shore Line service. The door of the Auditorium is a scant block's walk from the South Shore Line—I. C. suburban station at Van Buren street and Michigan avenue.

A Chicago Special, operating through to Van Buren street from South Bend, Michigan City, Gary, Hammond and East Chicago without change, arrives at Van Buren street station at 7:47, allowing time to be seated before the performance starts at 8 o'clock.

Following the performance an after-theatre train leaves Chicago at 11:15 o'clock, giving ample time to reach the station, as the performance of "The Miracle" ends a few minutes before 11 o'clock.

A scene from "The Miracle." The pious crowd breaks into a cry of triumph as the Lame One is healed by the wonder-working statue of the Madonna, amid breathless silence and growing tension. A Miracle has come to pass.

NEWSPAPER COMMENTS ON SOUTH SHORE LINE GROWTH

The following editorial recently appeared in the South Bend Tribune under the title "What Improvements Will Do":

"An illustration as to what may be done with a bankrupt railway when it passes into the hands of capable executives is seen in the unbounded success of the Chicago South Shore and South Bend railroad, commonly referred to as the South Shore Line.

"Eleven months ago this railroad, operating between Chicago and South Bend, was in a deplorable condition, unable to meet expenses, and with obligations piling up so rapidly that it passed into a receivership. On June 28 the property was ordered sold by the South Bend division of the United States federal court and soon after it passed into the management of Samuel Insull and associates, the consideration being $6,000,000, although the Illinois Commerce Commission had authorized the purchaser to pay $474,843.85 in excess of this figure.

"Without loss of time the new owners started to rehabilitate the railroad. Dingy cars, long in need of repair, were brightened, equipment was repaired and everything possible done to invite traffic. An advertising campaign in the newspapers followed with the result that the South Shore Line is a good property.

"Freight traffic in November showed an increase of 25 per cent over the same month of 1924 and the passenger business showed a pickup of six per cent. It is stated this would have been greater but the company was without cars and locomotives to handle a greater volume. However, orders have been placed for new cars and locomotives and it is probable that within the next six months the South Shore Line will become one of the most profitable electric railways in the country."

Josam Is World's Largest Drain Maker

WHEN bath tubs were first introduced a law was passed against them in at least one eastern city. Doctors advised that their use was unhealthful. Other obstacles were placed in the path of their development.

Within the last decade shower baths have attained greater popularity in American homes than ever before. One of the problems met with in their construction, although not as great as that experienced by bath tubs, was the provision of a water-tight floor connection in their drainage.

With the introduction of cement and tile construction in showers, especially in homes and buildings where the shower was installed on floors above other rooms, it was found that the expansion and contraction of the joint between the drain and the floor material often caused leakage, with a consequent damage to the ceilings below.

The solution of this problem was evolved by Joseph Hirshstein and Samuel Goldman, St. Louis plumbers, with a new type of floor drain. The manufacture of these drains under the name of the Josam Manufacturing Company, began in St. Louis in 1914. In 1919 the plant was moved to Michigan City, where it is now the largest exclusive drain manufacturing company in the world with a gross business in 1925 which exceeded a half million dollars.

Specialize On Drains

The company derived its name from a combination of the first names of its founders, Joseph and Samuel. Mr. Goldman has since left the Company.

Drain specialization by the Josam Company, which employs engineers for consultation with architects and building engineers for this purpose, has developed a most valuable line, including many patented devices and today the Michigan City plant makes more than 100 different types of many styles, shapes and sizes, among which are drains for every conceivable purpose.

The Josam Company is one of the leading manufacturing plants of Michigan City. At the plant a representative of SOUTH SHORE LINES met E. M. McLundie, vice president and director of manufacturing. Mr. McLundie kindly spent several hours showing us the factory and telling us of its product.

The first place we visited on the trip through the plant, which showed a high degree of manufacturing efficiency throughout, was the foundry. Here the raw iron is melted and cast while glowing red, into the various shapes and sizes needed for the finished drains. Although at present brass castings are not made by the Josam Company itself, it is expected that within a short time the company will have its own brass foundry. It is interesting to note, however, that some of the brass castings used by the company are made in another Michigan City industry.

Baked In Gas Ovens

From the foundry the castings are taken to the japanning room where they are given a coat of japan impervious to the action of oil, water, gas and acid and each casting is baked for 24 hours in a gas-fired oven. Following the baking process the castings are allowed to cool and are then stacked in bins for storage until needed in the machine shop.

The machine shop of the Josam Company presents a most interesting example of the advancement made in this branch of the industry. Here Mr. McLundie showed us a machine which cuts three kinds of threads in the cast iron in one operation and another that bores six holes in the iron at one time. Following the threading and boring of holes the drains are trimmed and filed with exactness, according to pattern.

The gratings for the tops of the drains, after their installation, are produced in many shapes varying from oblong and square, to oval and round. The grating itself is also produced in many criss-cross patterns. These parts of the drain are given various finishes ranging from japan paint to thick nickle plate, according to the different uses to which they are put.

Attain World-wide Use

Upon the completion of the drains they are packed away in a storeroom ready for immediate distribution when ordered. Attractive packages bearing the firm name have been adopted for the better class gratings.

Josam drains are staple articles in all plumbers' supply houses and are exported to Japan, China, India, England and many other foreign countries. The Company maintains branch offices in twenty-six cities in the United States, and two in Canada, the main office being in Michigan City.

The Michigan City offices of the Company moved into a new addition early in January giving them one of the finest office accommodations in that city. The former offices will be used in enlarging the manufacturing facilities.

Understand Drainage Problems

Among the recent improvements made in Josam drain design, is a special drain to eliminate the step up into a shower or a drop in the ceiling below. The Josam roof drain for the attachment of the roofing material directly to the drain, eliminating the copper box formerly used and lessening the labor required for installation. These roof drains have been installed on the new Tribune Tower and the Straus Building, in Chicago. Josam drains have also been used in the swimming pool on the twenty-fourth floor of the new Union League, now in process of construction in Chicago.

"One of the underlying secrets of the success of this Company is the fact that its operators from the first have been practical plumbers," said Mr. McLundie, "enabling them to understand the fundamental problems of drainage.

"This, coupled with the fact that we have always been ready to listen to proposals from building engineers and architects and the fact that we have evolved drains of a design which mark a real step in advance, tell the reason for our success."

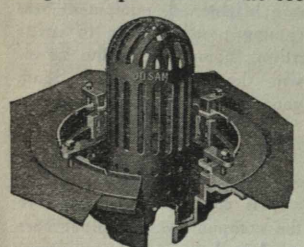
Solve Plumbing Problems

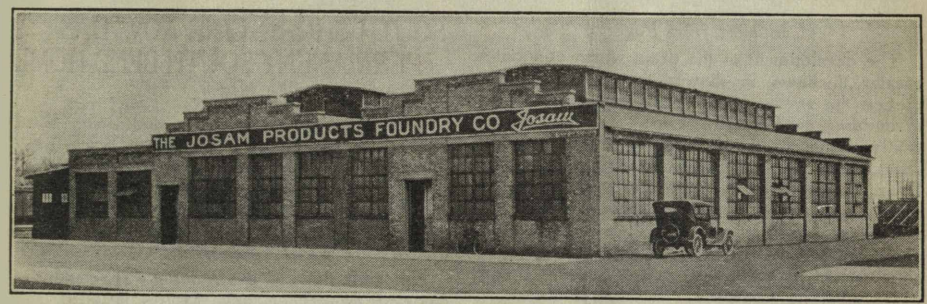
Mr. McLundie came to this country from Scotland many years ago; starting in the plumbing business in St. Louis soon after. He still is the head of a plumbing firm in that city. Besides Mr. Hirshstein and Mr. McLundie other officers of the Josam Company are: R. C. Koblitz, treasurer, and M. B Koblitz, advertising and sales manager.

(Continued on Page 8)

Josam Roof Drain

The Josam roof drain pictured below represents the steps in advance in appliances of this kind made by the Michigan City company. Side flanges are provided on the roof drain to make possible the clamping of the roofing material onto the drain proper, thereby creating a watertight joint. A ring and screws are provided for this purpose as shown in the picture. It is also furnished with a combined sediment cup and strainer which is removable. The use of this roof drain eliminates much extra labor and excess material. Josam roof drains are used on the roofs of the Tribune Tower and the Straus building in Chicago.

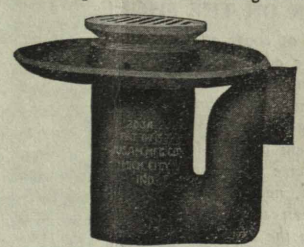




The foundry of the Josam Manufacturing Company at Michigan City. Since this picture was made a large addition has been added to the building. The Josam Company has other large buildings in Michigan City housing the manufacturing plant and offices.

Josam Floor Drain

The accompanying picture shows one of the models of the Josam shower-bath floor drain. It is made in accordance with the design which was responsible for the organization of the company. The shallow pan surrounding the drain pipe proper is used to catch any leakage which might result at the joint between the floor material and the top of the drain. Holes in the drain pipe proper at the juncture of the pan, provide for the return of the leakage into the drain itself. The trap which comprises the lower portion of the drain is another development in drain design, as its shallowness makes unnecessary the step up into the shower or a drop in the ceiling of the room beneath.



(Continued from Page 7)

The development of the drain which eliminates greater thickness in shower floors, has accomplished the saving of many thousands of dollars in building construction. Other new devices recently added to the Josam line are sewer and check valves and an eccentric flange union. The latter is expected to solve another problem in the plumbing business by making possible the connecting of pipes off center, with no strain.

Michigan City can well be proud of as progressive and prosperous an industry as the Josam Manufacturing Company.

EDITOR'S NOTE—The foregoing is the first of a series of articles descriptive of the various industries in the cities served by the South Shore Line. Others will appear in succeeding issues of this publication.

WINTER IS SEVERE TEST OF RAILROAD OPERATION

Winter, wtih zero and sub-zero temperatures, deep snows and icy winds, places severe tests on railroad operations.

Yet there is a fighting spirit among railroad men in their annual battle with the elements which is staged each winter.

There is heroic work a-plenty all along the line of the South Shore as they fight in the winter storms to keep the trains running and the public served.

And as they battle their way through the snow, sleet and cold winds of this winter, they are cheered by the knowledge that next winter they will be able to render more efficient service.

Re-electrification of the railroad, new equipment and general rehabilitation will not only make operating easier, but it will mean more efficient operation and greater riding comfort for the passengers on our trains.

WINTER ON THE SHORE

A blanket of snow on the Dunes:
The lake edge an arctic waste
Of ice hummocks and hills
By a master sculptor traced:
Caverns, grottoes, grotesque forms
That seem a vigil to keep:
On the shore of the silent Dunes
Stripped, naked, asleep.
Wind-driven snow whirls
Through the blow-outs bare:
It's primeval, the elements rule
All life hidden there.
Overhead float the gulls:
Ducks pass in figure flight
The sun breaks through and floods
It all with blinding light.

—Stormy in Pillar to Post.
in the Chicago Evening Post.

SOUTH SHORE LINE NOW HAS PERMANENT SOUTH BEND HOME

The Chicago South Shore and South Bend railroad is assured of a permanent South Bend home in its present station. The entire building, a three story structure at Michigan street and La Salle avenue, has been purchased for $200,000 from the South Bend Masonic Temple Association.

The main floor of the building was recently remodeled throughout, new fixtures installed, and a refreshment counter added, coordinating with the general rehabilitation program of the South Shore Line.

The upper floors of the former Masonic Temple will be remodeled to provide offices for South Shore Line representatives in South Bend and for rental. Other plans for the building have not yet been made. Since its erection in 1906 the building has been the home of the South Bend Masonic fraternity. They recently completed a new temple and have moved from the South Shore Line building, making it immediately available for the changes contemplated.

The location of the South Shore Line station permanently at this site provides greater convenience for patrons of the railroad. It is in the heart of the business center of South Bend, on one of the main business streets, and directly oposite the La Salle hotel. Its purchase assures residents of South Bend of the advanced character of South Shore Line service.

COMMENDATION

The following letter of commendation sent Louis Sydow, South Shore Line fire-tender at Randolph street station, by Charles W. Chase, vice president and general manager, tells of an act of courtesy performed by Mr. Sydow:

"My attention has just been called to an act of courtesy on your part in personally escorting across the loop to the Northwestern station in Chicago one of our women passengers, accompanied by several children, and carrying a baby. I wish to thank you for this thoughtfulness and kindness shown to this patron and assure you that it is deeply appreciated."

At the time of the incident Mr. Sydow had just finished his day's work, consequently the act of kindness was carried out on his own time. His act is an outstanding example of the many daily courtesies rendered by South Shore Line employes.

Official Tells Dunes State Park Plans

THE Dunes Purchasing Board has completed the purchase of the most important tract in the proposed new state park—Waverly Beach. This particular tract has an area of 334 acres and approximately a mile of lake frontage. Arrangements are made and papers are being prepared whereby practically one thousand acres of the Dunes park will be in the hands of the State by the first of February. Negotiations are being carried on for the purchase of sufficient land to make up two thousand acres.

Lieber Tells Plans

Richard Lieber, Director of the Department of Conservation in a preliminary plan for the creation of the park, states that the following policy will be followed:

"A state park, no matter what excellent other ends it serves, is primarily a region set aside for the preservation of native scenery. A state park must and gladly does serve its visitors. It will give ample opportunity for recreation and for healthful exercises and opportunity for living outdoors, for study and for appreciation, but a State Park does not only give to the people, it also makes certain demands on them.

"It demands that some of the primitive American land be left forever in its original state undisturbed and unmarred by man-made 'improvements.' It demands a measure of respect for the State soil for its past history and achievements.

Will Leave Dunes Untouched

"If these be our governing thoughts, it must be plain that a region like the Dunes cannot possibly be 'improved' upon. The best that we can do and the only thing we should do is to realize that only such conveniences, restricted to a carefully selected service area, should be provided, which will serve the comfort of the visitor, and, in turn, help protect the park against vandalism, intended or incidental.

"The natural arrangement of the Dune country lends itself admirably to these ends. We find a characteristic tripartite grouping. First, the Lakeshore; second, the Duneland proper; and third, the Hinterland. The Dunes should be left absolutely untouched. The present trails through it seem wholly adequate. The Lakeshore will be left free from any artificiality except the aforementioned service area. Roughly speaking, this area may be created around the present Waverly outlet. Provisions have to be made for automobiles, for bathers and for campers, for transient visitors and for those who wish to remain over weekends or for the season.

Plan Hotel and Restaurant

"For the buildings to be erected in due time we have in mind a hotel, a cafeteria, and commissary stores to supply the campers and other residents at rates fixed by the State. This hotel should be erected, let us say, to the west of the present Waverly outlet. It will be necessary, of course, to control the flow of the little Dune creek and to make provisions against damage from ice drifts.

"In line with the Waverly outlet, a large steel pier should be built, with a community hall at the end, running out to the east a breakwater should be constructed to protect smaller craft, while large steamers can tie up at the pier proper.

"To the east of this pier a structure should rise, affording ample dressing rooms for men and for women. In the center of the building a first-aid station should be established as well as the office of the beach guards. A water supply is to be provided and a thorough going system of sewage disposal and garbage reduction must be decided upon.

No Privately Owned Cottages

"How the problem of disposing of the present cottages will ultimately work out remains to be seen, but it must be definitely understood that in the acquisition of the Dune lands no concessions of any character are made for further occupancy of privately owned cottages which in any way would be binding on the Department of Conservation in the conduct of the State Park. Neither must there any enclaves be permitted, the title to which would remain in private hands. The entire territory, once acquired, must extinguish any private claims whatsoever and leave the region in clear control of the Department.

"There remains now the third part, namely, the Hinterland. This should be devoted largely to social service, to state, communal and private helpfulness. In doing so, the rule should be established whether the State, or, preferably, the American Red Cross, assume charge of this character of work, no separate group or groups of citizens be permitted to erect or maintain structures or to render service, as the state park is open to all the people alike and no subdivision of whatever character should be permitted to exploit any part of it.

"If the American Red Cross would be willing to assume charge, the necessary funds could be found to erect dormitories, mess halls, social halls, to bring in water, light, to dispose of garbage and sewage and to be then at the service of the smaller units of charity during the season in which this part is functioning."

Engine From Far West For South Shore

NEARLY two-thirds the distance across the continent to serve freight patrons of the Chicago South Shore and South Bend railroad! That is the record of an electric locomotive now doing freight duty on the South Shore Line.

The engine is being rented from the Inland Empire Company and was brought from Spokane, Washington, a distance of nearly 1,900 miles. It will be used until the change in power from alternating to direct current is made, probably July 1, and will then be returned to its owners. At that time the four new locomotives recently ordered by the company will be placed in service.

The rental of the locomotive was made necessary by the rapidly increasing freight business the South Shore Line has experienced since it came under the management of Samuel Insull and associates.

On its long trip from the west the engine left Spokane December 25. It passed through Idaho, North Dakota, South Dakota, Minnesota, Wisconsin and Illinois, arriving at Gary January 1, an average of approximately 270 miles a day. The locomotive was accompanied by Ole Cooper, locomotive engineer of the Inland company, who rode the entire distance in the engine cab.

The long cross-country trip was made necessary as the Inland Company engine was the only one available of the type necessary under the present electrical system of the South Shore Line. E. F. Whitney, representative of the Westinghouse Electric and Manufacturing Company, makers of the engine, who has spent the last four months in the service of the South Shore Line, made a trip to Spokane to inspect the locomotive before it was leased by the South Shore.

APPRECIATES SERVICE

The following letter has been received by C. L. Binger, commercial agent, telling the writer's appreciation of South Shore Line service:

Your little paper SOUTH SHORE LINES has reached us and been read with interest.

You have been more than generous in listening to our "kicks" so I have felt that you would be glad of a little praise. I have watched with great interest the progress of rehabilitation work; but what has been more noticeable has been the change of attitude of the community.

Many of the older farmers now believe real men are behind the South Shore Line. Everywhere I hear the work and plans of your company discussed and people planning on taking advantage of the improved service.

Assuring you we appreciate all efforts to better the conditions through this district, I remain,

Mrs. Frank S. Surns.

Mrs. Surns' letter indicates that farmers in the territory served by the South Shore Line are finding our service most convenient for the shipping of their farm products.

IMPROVEMENT IN DESIGN OF NEW PASSENGER CARS

Improvements in the design of six of the new motor passenger cars recently ordered for the South Shore Line it is believed will increase the comfort of passengers.

In the six cars the smoking compartment will be a separate room with an aisle leading around it into the main portion of the car. The design is similar to that of regular Pullman cars in use on steam roads.

Plans and engineering drawings for the new cars are rapidly nearing completion and it is expected that actual construction of the new equipment will start soon after February 1. Delivery is promised July 1. The balance of the passenger, parlor observation and dining cars remains the same in design as originally planned.

With the smoking compartments separated from the remainder of the coach passengers who do not wish to ride in them will not be forced to pass through the space reserved for smokers.

The four electric freight locomotives which are being built at the plant of the Westinghouse Electric and Manufacturing Company, the steel parts to be supplied by the Baldwin Locomotive Works, are also progressing in design. They will care for the rapid increase in freight business the South Shore Line has experienced since it came under the management of Samuel Insull and associates.

A Trifling Detail

"What was the name of the last station we stopped at, mother?"

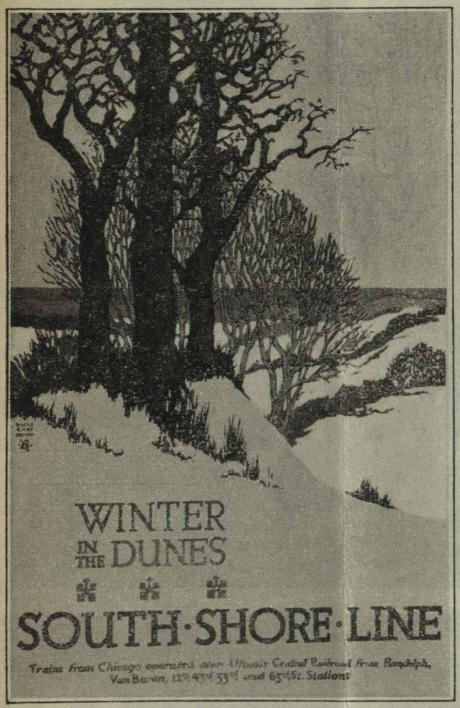
"I don't know. Be quiet. I'm working out a cross-word puzzle."

"It's a pity you don't know the name, mother, because little Oscar got out of the train there!"

Crowds Throng Station At Opening

The above pictures give an idea of the crowds at the formal opening of the remodeled South Shore Line station in Michigan City recently. The upper picture shows those who waited on the outside to get in, and the lower those who packed the interior of the station during the evening.

NEW POSTER



A beautiful painting of winter in the Dunes is reproduced as the South Shore Line poster now on display. It is by Oscar Rabe Hanson, famous poster artist, and is reproduced above.

The cool grays, blues and purples of the Dune winter landscapes are attractively combined in the poster, depicting the seasonal glory of the wooded sand hills. To many, the snowy slopes and ice bound low spots present their greatest beauty at this time of year.

The poster is one of the series produced by the South Shore Line to depict the beauty spots and other points of interest in the territory served by the railroad. They are posted at all stations as well as on the station platforms of the Chicago Rapid Transit Company in Chicago, each month.

Preparedness

"I'll take that touring car, and I want you to send up another one in about two weeks."

"In two weeks?"

"Yes, my wife has made up her mind that she is going to learn to drive."

SOUTH SHORE LINE WILL MAKE YOUR RESERVATIONS

A special service rendered by the South Shore Line which has proven valuable to persons traveling to a destination beyond Chicago is pointed out by William Peterson, assistant general passenger agent of the railroad, whose office is at 79 West Monroe Street, Chicago.

Arrangements whereby Pullman reservations and railroad tickets are made for persons desiring this service have been made. All that is necessary is that you notify your local agent of the time of your departure from Chicago and he will do the rest. He should be notified at least one day in advance of your departure and if you are traveling quite a distance more notice is essential.

"The many calls which we have for this service are rapidly increasing," said Mr. Peterson in commenting on the ticket service. "Florida, New Orleans and California seem to have the call this winter."

PICK NEW COMPANY EMBLEM FROM AMONG MANY DESIGNS

A new emblem has been selected for use in advertising the South Shore Line. Following is a reproduction of the new design:

SOUTH SHORE LINE

This design will be used on the sides of the passenger coaches, on signs and in the company's advertising.

The new emblem is distinctive and it is believed that its decorative effect will add to the attractiveness of the cars and other company property.

The name "South Shore Line" is one by which the railroad is familiarly known in the territory served. The new design was picked from more than fifty designs submitted by several artists.

"Dad, what is an advertisement?"

"An advertisement is a picture of a pretty girl eating, wearing, holding or driving something that somebody wants to sell."

Jack—"Ever hear the story about the golden fleece?"

Jill—"No, do they bite?"

"I'm going to marry a young lady who is beautiful, talented and a marvelous cook."

"They won't let you. That's bigamy!"

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th Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. MARCH, 1926 No. 5

Work Starts On New Electrical Overhead

WORK on the new electrical overhead system of the South Shore Line, which will cost approximately $250,000, has started. It is expected that this work will have been completed by the first of July.

BRITTON I. BUDD TELLS OF SOUTH SHORE LINE PROGRESS

Citing the South Shore Line as an example, Britton I. Budd, president, urged electric railway executives to adopt modern operating and merchandising methods in an address read before the Central Electric Railway Association in Indianapolis, Ind., recently.

Due to Mr. Budd's inability to be present the speech was read by Charles E. Thompson, vice-president of the railroad.

"The situation as regards the South Shore Line is interesting," he said. "In this instance the companies under the management of Samuel Insull and associates provide the electric light and power and gas service of practically all of the territory through which the carrier operates.

"It was believed that the electric road could be made an important factor in the development of that territory. Then, too, the right-of-way is through a section already heavily populated with industries and which seems destined to become the center of steel manufacture of the world.

"The road, in spite of the extraordinary territory served, had defaulted interest for many years. Immediately upon taking over the management, we started re-electrification to convert it into a high-speed, electrified railroad.

"We are providing it with the best equipment to be had, including diners and parlor-observation cars and good facilities. We have already increased the service, even though our improvement work, which will cost in excess of $4,500,000, is, at this time, only about half completed, we are hopeful that the road can be brought to such a high standard as to make it a transportation agency of real service to the people."

The Realtor at Home

Florida Real Estate Operator (at table)—See, Mary, by trading our options on forty sections as first payment on options on six counties we made a million and a half last week.

Wife—Go easy with the butter, dear. That's all we have.—*Saturday Evening Post.*

Entirely new catenary overhead construction will be installed between Kensington and the Porter county line, eight miles east of Gary. From that point to South Bend a copper feeder will be strung in such a manner that it can be used in the catenary system when it becomes necessary to replace the present overhead on that section.

The new overhead construction is necessary for the carrying of current for operation of cars under the re-electrification plan, which will be used on the line beginning in July. Direct current will be used in place of the alternating current used at the present time. Direct current is more efficient and economical for high speed operation.

Consists of Three Wires

Steel trusses for the support of the catenary have already been placed between Kensington and the Illinois-Indiana state line. From that point to the Porter County line they will be placed on the poles now in use. The trusses will be rounded in the center to fit around the poles with long bracket arms over each track.

The catenary itself is composed of three wires. The top wire is used for the support of the lower two which are parallel with the rails. The lower wire is the contact wire. The sag in the wire caused by suspension between poles is taken up in the top wire.

Substation Work Progresses

When work on the new overhead has gotten under way it is expected that about 4,000 feet will be strung each working day. Service on the line will not be interrupted during this work and as rapidly as sections of the new wire are completed they will be placed in service. Several line cars have been specially fitted to facilitate this work.

Progress of the eight new electric substations being built to be used in the re-electrification is also advancing rapidly. Equipment in two of these substations are of an entirely new design, adapted to high speed electrically operated railroad service abroad. They will attract widespread attention among the engineering fraternity.

Fountains Provide Best Food and Service

WHEN the operating department of the South Shore Line set as a standard for their department the best electric railroad service in the country, the commissary department decided that their standards must conform and thereby hangs the following tale.

In the preceding issues of this publication we have said that the food and drink served at the recently installed luncheon and soda concessions at South Bend and Michigan City are the best obtainable. In a recent talk with P. F. McCall and J. G. Wallace, who are in charge of this department of South Shore Line service, we learned the reasons; and they are most convincing reasons.

In the first place a strict and careful check is made to see that the high standards of the department are adhered to by those who supply the materials.

Serve Perfect Pie

Pie, original New England dish and one of the favorites of his majesty, the American citizen, has attained a high degree of perfection in South Shore Line kitchens. Whenever obtainable fresh fruit is used in pie, fresh apples the year 'round. The flaky crusts are made of the best kettle rendered lard, no substitutes, and a similar standard is kept for other ingredients.

Coffee is a special blend, the standard of which is checked daily, and it is prepared in special percolators which are kept spotlessly clean. The brew is served in china cups with saucers, not mugs, with real cream and cane sugar. The cost of the coffee averages fifty per cent a pound higher than ordinarily found in restaurants.

The bread and sweet rolls served at the South Shore Line concessions are purchased fresh each morning at the leading bakers in South Bend and Michigan City—the pies are also fresh every day but made in our ovens—and are of the highest grade made by these bakers. The butter served and used is the best grade creamery butter.

Fixtures Modern and Sanitary

At the fountains the fruits used are the best prepared and purest sirups are combined with them to make the delicious toppings for sundaes and sodas. The ice cream is also of South Bend and Michigan City manufacture and is of highest cream content.

The fountains themselves are most modern in their design, of marble and white glass throughout, with direct icing. They are especially designed with a view toward cleanliness and are always immaculate.

All foodstuffs used are handled in sanitary containers and are untouched by any hands. All linen is clean at the counters as are the dishes and cups and glasses. Good silver is used and it is also always clean.

The candy, cigars and cigarettes for sale at the stations are all nationally advertised brands and high grade. The cigars are kept fresh by humidifiers in the cases.

"Aim Is Service"—McCall

The attendants at the station concessions are specially trained by the South Shore Line to give courteous and prompt service. Special care is exercised in their selection for this work by the management.

"The aim of the South Shore Line in establishing the luncheon and soda fountain service in its stations is solely for the accommodation and convenience of the traveling public," Mr. McCall said in discussing the concessions. "It should be distinctly understood that the company does not expect a great deal of profit from this branch of its service.

"In doing this we have been guided by the principle that the things we serve are not only appetizing and tasty but pure, wholesome and healthful as well. The standards of the fountains and luncheon service are the highest and are the same as those which will be used in our dining car service when it is inaugurated this summer."

Plans for the remodeling of the station at Gary include space for a concession. Work on the station is going forward rapidly.

OIL COMPANY BUYS BIG TRACT

Five hundred acres on the east side of Hammond, Ind., has been purchased by the Roxana Petroleum Corporation for the erection of a huge refinery, according to recent reports. The property is said to have cost between $700,000 and $1,000,000. According to newspaper reports the oil company plans to expend $40,000,000 in development of the project. The acreage is bounded by Forsythe avenue on the west, Cline avenue on the east, the Grand Calumet river on the north and the Indiana Harbor Belt Railroad on the south.

Geography by Ear

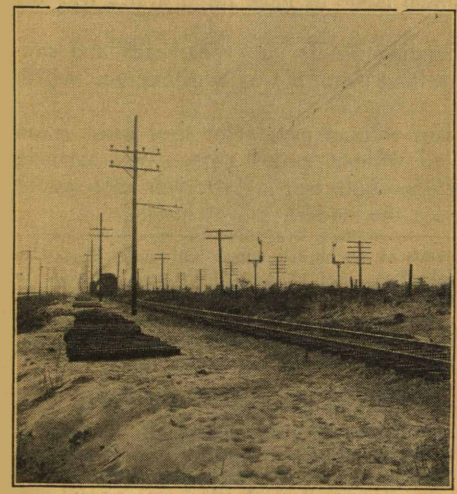
Mother (as radio emits "Meditation" from Thais)—Sonny, do you know what that is?

Sonny—Sure. Pittsburgh.

"How's your Florida real estate?"

"All wet."

START IDEAL SECTION



The above picture shows new grading for the "Ideal section" near Miller and ties in place for side track at this point.

"MIRACLE" TICKET SERVICE POPULAR ON SOUTH SHORE

More than 1,500 tickets to "The Miracle" had been supplied by South Shore Line agents to our patrons previous to March 1, according to William Peterson, assistant general passenger agent, who is in charge of that service.

Many large groups have taken advantage of the South Shore Line's offer to secure seats at the Morris Gest production for them. More than 400 persons attended from South Bend on one day and 150 Gary high school students witnessed the "Miracle" on another occasion. Other large groups including one party of 90 and another of 60 persons, traveled from other cities served by the South Shore Line.

"The popularity of the production at the Auditorium has proved so great that in order to insure getting good seats persons wishing to witness it should let their ticket agent know as far ahead of time as possible," Mr. Peterson said.

WIDEN STATE HIGHWAY

Crushed stone shoulders five feet in width are being placed on each side of the twenty-foot Dunes highway between Miller and Michigan City by the state highway department of Indiana. The stone is being carried over the South Shore Line.

REHABILITATION WORK STARTS ANEW WITH SPRING WEATHER

Activity continuing the rehabilitation work on the South Shore Line has already begun. Within the next thirty days it is expected that a full force will be again at work on the tracks and at other places along the line. The successful culmination of this work will see the South Shore Line placed on a physical par with any other electrically operated railroad in the country.

Several parts of the work have continued throughout the winter, although many of the larger jobs were stopped by cold weather. The bridge across the Calumet river at the Cudahy plant, near East Chicago, has been entirely reconstructed during the past two months with new stringers and a new deck.

Abutments for the bridge over the Geyer ditch have been completed and shipments of steel for the cross work are expected within a short time. Upon the receipt of this material the bridge will be rushed to completion.

With the completion of the elevated bridge over the Lincoln highway at New Carlisle, one of the most dangerous highway crossings in the vicinity will have been eliminated. One of the concrete abutments for this structure has been completed and work on the second one is now under way, forms now being in place, excavating and grading for the elevation of the track is also being carried on. The bridge will have a double track capacity. Three railroads will pass over the Lincoln highway at this point.

Trackmen are now at work on the new sidetrack which is being constructed at Wagner. A new siding is also to be constructed at Tremont for the use of the Dunes Lumber Company.

This company is to construct a large lumber yard west of the Tremont station of the South Shore Line and will use our service for the carrying of their supplies.

With the advent of spring weather in April it was expected that other branches of the rehabilitation program, including extensive track work, would be started where it was left off when cold weather interfered.

Off the Old Block

There was a young salesman, named Phipps,
Who married on one of his trips
A widow named Block,
But he got quite a shock
When he found there were six little chips!

Lady: "What is that coil of rope for?"

Cowboy: "We use that for catching horses and cattle."

Lady: "How queer. And what do you use for bait?"

Hammond Has Large Iron Plant in United

STUDENTS of history tell us that civilization made its most rapid strides with the advances in the development of metals.

When old Peter Prehistoric began pounding metals into spearheads and saucers, and later in his transition, heating and melting them, it was a momentous step in advance.

Fast trains of today would be slow trains without metals for their construction and their rails; jazz bands would be crippled without muted cornets and moaning saxaphones; modern office buildings would be impossible and in fact civilization would be a good many steps backward were it not for the modern use of metals.

Getting a little closer to home, it was natural, therefore, in the rapid development of the Calumet district of Northern Indiana that efficient metal manufacturing firms must be established to insure a firm foundation for progress. One of the firms which has aided materially in this development, and incidentally grown rapidly with the district, is the United Boiler, Heating and Foundry Company, of Hammond.

Large Variety of Products

Among the metal products manufactured by this company are: soft gray iron and semi-steel castings ranging from one-half pound to ten tons in weight, hard iron and white iron castings for special purposes, sash weights, smoke stacks, breechings, tanks, steel tubing, plate work, hoppers, brake shoes, patterns, fabrication and erection of structural steel, and warm air heating plants, including installation.

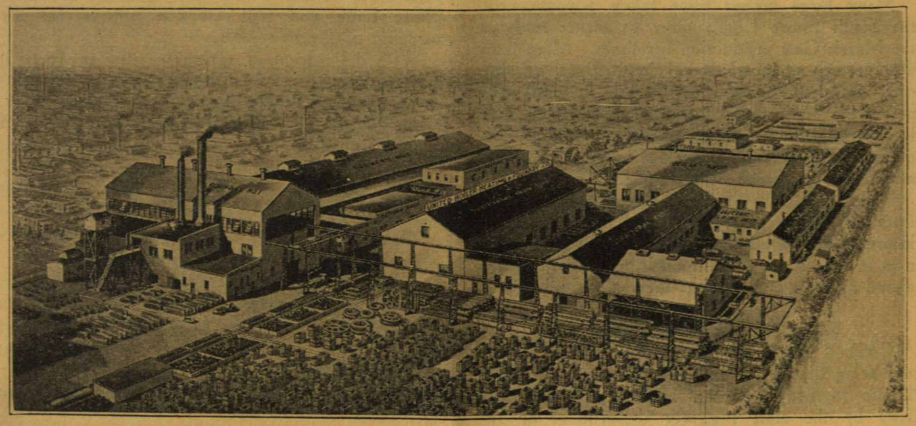
On a recent visit to the United plant a representative of SOUTH SHORE LINES met C. N. Nau, its president. Mr. Nau took us on a trip through the many sections of the plant.

The first department visited was the pattern shop, where models are made in wood, from blue prints of the objects which will finally be cast in iron. A great number of the castings made in the United plant are working parts of machines and necessitate a fine degree of correctness, making close attention to measurements and specifications necessary in the pattern room.

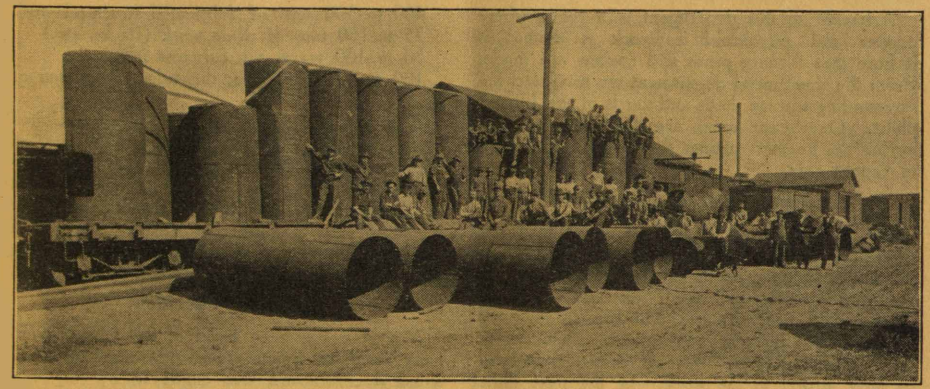
Make Standard Brake Shoes

Following the pattern shop, Mr. Nau took us to the foundries, two separate rooms being used, one for large and one for smaller castings. A vast room, the dirt floor of which was covered with moulds, is the "light" foundry. It is here that the United brake shoes are cast. Brake shoes conforming to every railroad standard are one of the principal products of the United company.

Overhead cranes and other equipment for the handling of heavy castings were apparent in the "heavy" foundry. There great castings were being dug from their covering of sand, and moulds being made for new ones, to be poured later in the day. Two large cupolas, where the iron is smelted, are on one side of this foundry. In a room adjoining this foundry known as the core room men were at work making sand cores for the castings. The cores are made by forcing sand into the patterns. The sand is then baked in gas-fired ovens to a definite hardness and the moulders then erase any imperfections with special clay.



A birdseye view of the United Boiler, Heating and Foundry Company of Hammond, Indiana.



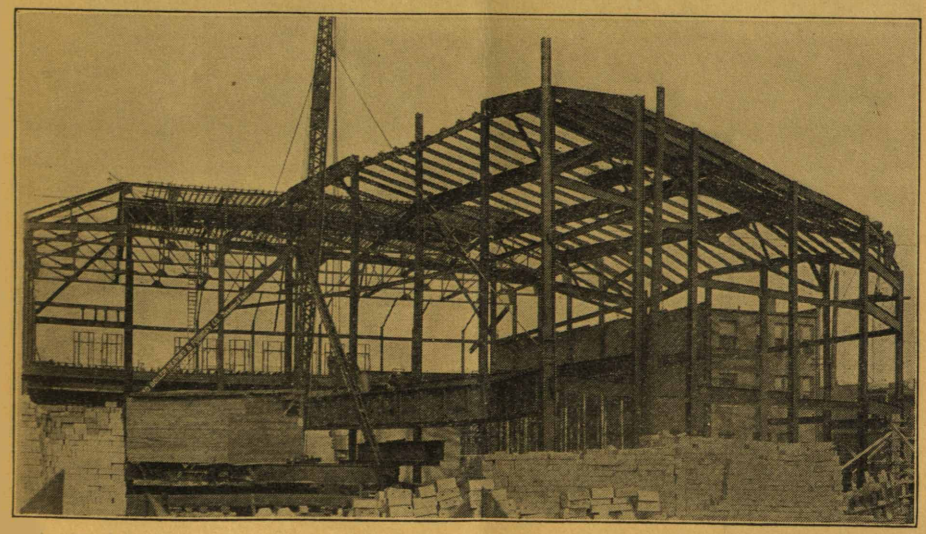
This picture shows sections of a gas main made at the United plant for the Inland Steel Company.

Following the casting of the pieces of iron they are machined by workmen to remove any roughness caused in the casting. In the case of some of the smaller castings where a less degree of trueness is needed, they are placed in "tumblers," large revolving drums, in which their motion against each other removes roughness and polishes them.

Ironwork in Theatre

We next visited the ornamental iron department of the United. It is in this department that ornamental iron railings, fire escapes and similar ironwork is made. All ornamental iron and fire escapes in the new $1,000,000 Palace theatre at Gary, Ind., were made and installed by the United company.

In the plate department, the next shop to which we were taken by Mr. Nau, stacks, gas mains and other large plate iron products are produced. A large forge is at one end of this room and is used to heat the iron for shaping. One large stack with a diameter of about six feet was in the process of construction at the time of our visit.



Steel-work fabricated at the United plant and erected by United for the Hammond theatre.

Adjacent to this department is a room where copper and galvanized ironwork is done. It is here that furnace pipes and casings are made. From the sheet metal department we traversed the surrounding storage sheds and yards of the United plant. Overhead cranes are provided for conveying the heavier castings through the plant and to freight cars.

Large Stores of Furnaces

Mr. Nau then showed us his stores of furnaces, where more than 350 furnaces are always in stock, among them being the "United", made by the United company; the "Sunbeam" and the "Armstrong" steel furnace. The United company is the largest installer of warm air furnaces in the Calumet district. An oil burner has been recently added to the stock. In the past three years the company has installed from 1,800 to 2,000 furnaces in this district.

On one order alone 178 furnaces were installed in Gary homes for the Illinois Steel Corporation.

In order that readers of SOUTH SHORE LINES may have some conception of the work done by the United company in Hammond a few figures on monthly output are given below:

350 to 500 tons of iron castings, hard and soft.

400 to 500 tons of fabricated structural steel.

75 to 150 tons of plate work (stacks, etc.)

50 to 100 warm air furnaces installed.

100 to 175 employes, depending on season of year.

The first month of operation of the United company, June, 1916, showed a gross business of $3,500. Today the company averages from $60,000 to $65,000 a month and its monthly gross has been as high as $98,000. From these figures it can be seen that the company has experienced a steady growth and is today one of the leading plants of its kind in this section of the country.

Nau First President

Mr. Nau has been head of the United company since its organization. He came to Hammond in 1906 and was employed by the New York Central railroad as supervisor of boilers. Mr. Nau has served as vice-president of the Hammond Manufacturer's Association and is at present secretary of that organization.

Previous to his removal to Hammond Mr. Nau had been engaged in railroad work for a number of years. In 1900 he started with the T. P. & W. as a boy, to learn the mechanical part of the business.

He went through the rigors of coaling, firing and braking on the T. P. & W. and finally became an engineer. Several years passed and Mr. Nau entered the shops of the Chicago and Alton railroad at Bloomington. It had been his ambition to gain as wide an experience in railroad mechanics as possible.

Mr. Nau then served on various lines in several capacities, including the Wabash and the C. & E. I. and finally located with the Indiana Harbor Belt as a boiler maker. When this road was taken over by the New York Central he remained and had worked himself up to supervisor of boilers when he left to purchase the controlling interest of two companies to form the firm which he now heads. His brother, F. Nau, was associated with him in the venture.

Have Complete Equipment

Other officers of the United Boiler, Heating and Foundry Company are: Felix Nau, vice-president; and L. W. White, secretary and treasurer.

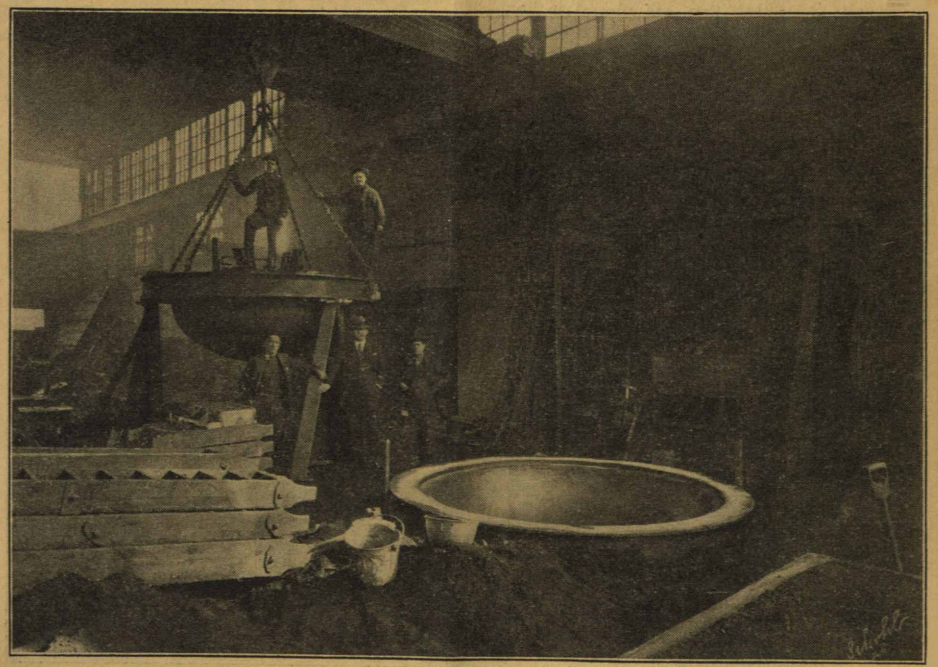
"Establishment of the United company took place when need was found in this territory for a steel boiler plant under the management of practical executives," Mr. C. N. Nau said in discussing his business.

"Because of the completely equipped United plant, and because of its modern facilities for volume production, the quality of our products is maintained on a quantity basis.

"The reasons for our success in installing home heating plants is complete satisfaction of our customers. Many furnaces sold are merely 'set-up' in the basement. We have made a careful study of the proper conditions under which a furnace will function most efficiently and our standards are founded on those conditions.

"Nine out of ten failures of furnaces can be traced directly to poor installation."

The same high standard and principles apply throughout the entire manufacturing plant of the United company as are applied in the servicing of furnaces. Its products are fundamentally good.



A view in the "Heavy" foundry at the United plant showing a lead kettle just removed from its mould after having been cast for the Metal Refining Company, Hammond, Ind.

Initiative

Mary—I didn't know Ted had any idea of marrying you.

Ann—He hadn't—it was entirely my own idea.

Genius

Harold (stopping the car)—I can't drive any farther for a while. My wrist is asleep.

Betty—How original!

"Are you an actress, auntie?"

"No, darling, why do you ask?"

"Because daddy said when you came we'd have a scene."

A general view of the "Heavy" foundry of the United plant.

WINTER IN DUNELAND

"In green and white, sombre and dim,
Waiting, serene, so Duneland lies."

PRAIRIE CLUB NOTES CHANGE

The Prairie Club Bulletin, official publication of the Prairie Club of Chicago, comments as follows in a recent issue:

"The Gary Post-Tribune carries a column-plus article on the transformations wrought by the new management of the South Shore Line. Great improvements in service and equipment have been made (all the Dune-bugs will vouch for that), and more are to come, including a new and larger station at Tremont, and shades of the Miamis and Pottawattomies!—diners and parlor observation cars. Some of our appreciative camp-site holders are said to contemplate repainting their cottages South Shore Line orange trimmed with maroon."

It is evident from the above that the Prairie Clubbers and the Dune-bugs appreciate the improvements in South Shore Line service—as well as admire the recently adopted color scheme.

THANKS CONDUCTOR FOR TRACING LOST TICKET

The following letter of commendation was received at the office of the vice-president and general manager:

Mr. C. W. Chase,
Public Service Building,
Gary, Ind.

On Thursday afternoon I left Michigan City on a car in charge of Conductor Roy E. Falk. I had purchased a ticket but when Mr. Falk made his first round was unable to find it. From some station he phoned to the Michigan City station and then later tried again to have the porter find my ticket. Of course I paid my fare and inclose cash fare slip and at the suggestion of the conductor gave him my address.

Upon my arrival at home I find a postal money order and inclosed note. Now the $1.14 made little or no difference to me but the courtesy and honesty, as well as the patience of Conductor Falk are worthy of a report and I feel as if it would be very wrong in me not to bring it to your attention.

I have written under even date to Mr. Falk and thanked and commended him.

Sincerely,
John Hyman.

The note received by Mr. Hyman upon his return home to Indianapolis was from Conductor Falk and stated that his ticket had been found at the Michigan City station. "I telephoned three hotels in South Bend but was unable to locate you," the conductor stated. South Shore Line trainmen and other employes are doing all within their power to make our patrons our guests.

WORKING ON NEW CARS

Actual construction work has been started on the twenty-nine new passenger cars recently ordered from the Pullman Car and Manufacturing Corporation for South Shore Line service.

Eight of the sub-frames of the new cars have been assembled and three of these riveted. Two of the side frames of the cars have been riveted.

The cars are of the most modern design in every detail, as outlined in previous issues of SOUTH SHORE LINES, and will be ready for service early in July.

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The Shore Lines

...ed Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 1. APRIL, 1926 No. 6

New Passenger Cars Rapidly Take Shape

SIXTEEN of the 29 steel passenger cars being built by the Pullman Car and Manufacturing Corporation for the South Shore Line are now well under way. The car bodies have taken form and their rapid construction assures delivery of the entire order by July 1, the date they are scheduled to be placed in service on the line.

The steel sides of these cars have been erected and the roofs have been placed on several of them. They present a striking appearance, even in their unfinished state and their coat of orange paint will finish off the exterior in handsome style.

Two of the new cars will be specially designed dining cars and two parlor observation cars. Because of the many added conveniences and special equipment of these it is expected that a longer time will be required to complete them and they will probably be the last to be delivered by the Pullman Company.

Special Smoking Compartments

One of the special points in the construction of the regular passenger cars is a special arrangement for smokers. A private compartment in six of the cars will be provided as a test. This compartment is to be similar to that of regular Pullman coaches and if found to be popular will be included in future car specifications on orders for the South Shore Line. The six cars with the compartments of this character will be the first ever put in service on an electrically operated, high speed railroad.

Seats for 56 persons will be provided in the passenger cars. They will be 60 feet long, six or seven feet longer than the present South Shore Line cars. Each of the passenger cars will be equipped with four 200 horsepower motors, two mounted on each truck. They will be capable of developing a high rate of speed.

The dining cars will provide space for serving twenty-four persons at once. Tables of four will be served on one side of the car and of two on the other. The kitchens will be models of compactness.

Provide Light Refreshments

Observation platforms entirely inclosed in plate glass will be built at each end of the parlor observation cars. These cars will comfortably seat thirty or thirty-two persons in deeply upholstered individual chairs. A buffet kitchen

(Continued on Page 3)

TO CHANGE TRAIN SCHEDULES

The attention of South Shore Line patrons is called to the fact that due to the beginning of daylight saving time in several of the cities served a change in the train schedules will be made on Sunday, April 25, the date the time changes take effect.

TO RESUME WORK ON TRACK UNDER REHABILITATION PLAN

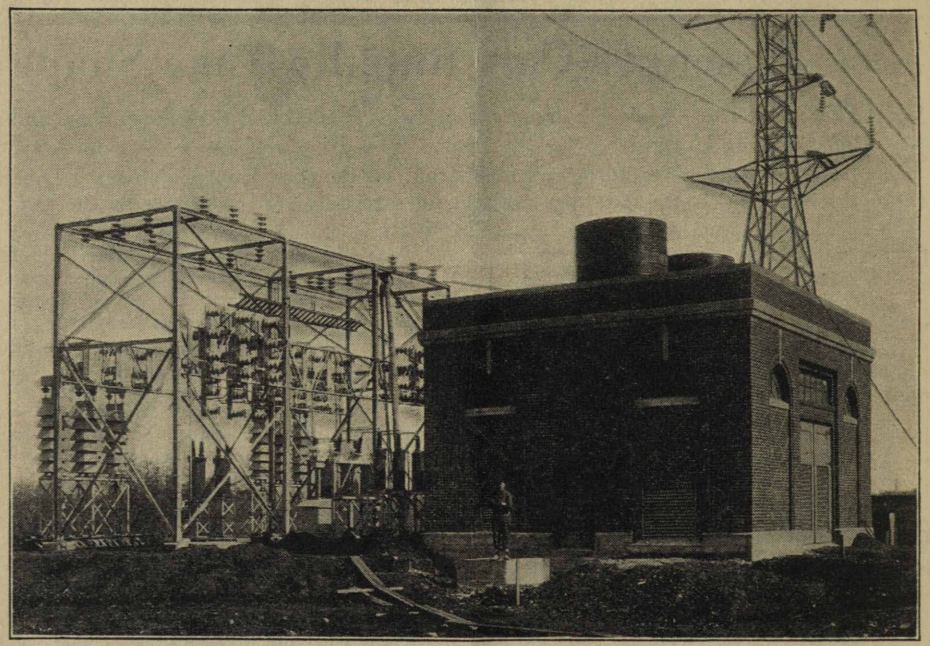
Preparations for renewal of the work on the South Shore Line right-of-way early in April were being made as this issue of SOUTH SHORE LINES was written.

A gang of forty men was to start work on the ideal section of the line near Miller as soon as weather permitted and following the completion of that work will be used to resurface the entire right-of-way between Michigan City and South Bend.

Another gang is to complete the stone ballasting and alignment of track between Hammond and Kensington where the work was left off when cold weather set in. With the completion of the track work on this section the improvements called for under the rehabilitation program will have been completed as entirely new electrical overhead has been placed on that portion of the track.

All track within the city limits of East Chicago, Michigan City and South Bend, where the South Shore Line operates over a portion of the city streets, is to be repaired this spring and workmen gangs also were to start on this work as soon as weather permitted. A quarter of a mile of new 100-lb. rail is to be laid in East Chicago.

Finish Seven Sub-Station Buildings



Work on the exterior of the eight new electric sub-stations which will supply the South Shore Line with power following the change-over from the present type of power to direct current on July 1 has been completed with the exception of the structure at Michigan City.

The building at Furnessville, which is shown above, is an example of the type of ornamental architecture used in the construction of the buildings. They are of high grade face brick, throughout, and present a striking appearance.

The Furnessville station is built directly beneath the Superpower electric transmission line of the Northern Indiana Public Service Company, a tower and a portion of the line of which are visible in the picture. Power for the sub-stations will be taken from this Superpower line at the sub-stations of the Northern Indiana Public Service Company and carried to the South Shore Line substations by wires along the right of way of the railroad.

There are eight of the sub-stations, the remainder of which are located as follows: Columbia avenue, Hammond; Gary; Tremont; Michigan City; Tee Lake; New Carlisle and west of South Bend.

The Michigan City sub-station, the location of which has just been chosen, will be built near the South Shore Line shops east of Michigan City, north of the company's right-of-way. Capacity of five of the substations will be 1,500 kilowatts and the balance 750 kilowatts. The latter will permit an increase of their capacity in the future.

Four of the sub-stations will be equipped with mercury arc rectifiers, a type never before used in the United States on an electrified railroad, and will attract wide interest in the electrical industry. The balance will be of the rotary converter type. Six will have automatic control and two manual.

A feature of the new electrical system of the South Shore Line will be a carrier current type of centralized supervisory control, an entirely new practice. This will make possible the control of the current supply at any part of the railroad from a central point.

HUDSON LAKE POPULAR AS NORTH INDIANA PLAYGROUND

With the advent of spring thoughts naturally turn to outings and other outdoor pleasures of the summer. One of the ideal spots served by the South Shore Line for the use of picnic parties is Hudson Lake.

Thirty acres of natural picnic grounds with benches, tables and shelter houses large enough to accommodate ten thousand persons are available at this beautiful spot. A large ball park and athletic field and adequate refreshment service are also among the attractions at the lake.

Two resort hotels and a large dance pavilion, a portion of which extends over the lake, are other provisions for holiday seekers at the lake. Hudson Lake, itself, is seventeen hundred acres in extent and its shores are fringed with sandy beaches and wooded slopes. Fishing is very popular as are boating and bathing. Hudson Lake is noted as the home of the black bass, blue gills and perch.

The South Shore Line runs within a stone's throw of the edge of the lake, serving the colony of summer residents and the two hotels.

Special train service can be arranged for by communicating with the traffic department, Room 605, 79 West Monroe St., Chicago, telephone Randolph 6226 or your local ticket agent. Several large groups have already engaged this service for holidays and week-end trips.

DUNES COTTAGES FOR RENT

As an accommodation to persons wishing to rent cottages in the Dunes region, James Middleton, South Shore Line agent at Tremont, the "Gateway to the Dunes," has arranged to list any available houses.

Agent Middleton's list includes quarters for a week, a month or for the season. There is no charge for this service.

New Passenger Cars Rapidly Take Shape

(Continued from Page 1)

will provide light refreshments for travelers in these cars.

All of the new equipment will have shaded lighting, satin finished French walnut woodwork and light cream colored ceilings. The four special cars will have additional decorations in the mode of the times by skilled artists.

The total cost of the twenty-five passenger cars is expected to approximate $1,125,000, the diners and parlor observation cars to be proportionately higher in costs because of special furnishings and equipment.

A DUNES REVERIE

The following paragraphs appeared recently in the Chicago Evening American and give a beautiful conception of the beauty of the Dunes by Mel-O'D, who has a daily article in that newspaper. The pen picture was entitled: "Traveling At Home."

I have never seen the lantern lights of Hongkong shining in a blurred sort of way in a jade Chinese twilight. . . .

I have never been to Bombay and watched the sun sink down in tropic seas . . . and I doubt that I shall ever hear the singing of the wind through jungle grass of warm places or sit between the paws of the Sphinx in the desert countries. . . .

Perhaps for me are not the play of lights within the northern circle or the soft minor of stringed music that comes from southern islands where tropic trees nod lazily in sweet-scented winds.

But . . . I have climbed the yellow sides of old Mount Tom in the early morning down in the dune country . . . when the cool purple mists of night still linger down in the valley, and I have builded my fire on the top and brewed black coffee, and fried eggs in bacon fat and eaten them sitting there on the top of the world . . . and I have paddled a canoe beneath a moon on the old Desplaines River and sang silly songs to myself . . . and I have smoked my pipe and discussed the world and all the people in it and taken them apart and put them together again, with a man of many languages underneath a huge iron lamp which the man had found in Venice . . . and . . .

And so I don't think I have missed very much . . . . with the dunes but thirty miles away . . . with my books, my friends. my pack and my pipe. . . . Pooh, pooh! for the rest of the world . . . I'm happy. . . .

If you get what I mean. . . .

Even Santa Claus

Mother: "Who ever taught you to use that dreadful word,"

Tommy: "Santa Claus, mamma."

Mother: "Santa Claus?"

Tommy: "Yes, mamma, when he fell over a chair in my bedroom on Christmas eve."

Prof.: "How many make a dozen?"

Class: "Twelve."

Prof.: "How many make a million?"

Class: "Very few."

Hundreds Guests of Company at Gary

HUNDREDS of Gary citizens were the guests of the South Shore Line at the formal opening of the new passenger station in that city on March 6. Music, dancing, refreshments and favors were provided for the guests of the railroad on that evening.

"It doesn't look like the same place" and "How did you ever fix it up so nicely," were among the frequent remarks received by company officials from patrons of the South Shore Line on their visit to the station.

The Gary station is the third to undergo a complete remodeling. The South Bend and Michigan City stations had previously received extensive alterations and renewals as a part of the general program of the company for rehabilitation of its property.

Exterior Changed

The Gary station exterior was refinished with stucco and heavy English-type beams above the windows. Casement-type windows carry out the beauty of the architecture with double doors at the entrance, which has been changed to the front of the building, facing Broadway.

At the rear of the station a building was erected to care for baggage, rooms for trainmen, storage and offices for dispatchers and other train service supervisors. The same architecture was carried out in this structure.

The wood trimming of the two buildings and the surrounding poles, fences and other parts of the station have been painted South Shore Line orange, presenting a striking appearance in direct contrast to the former drab and rather unsightly aspect of the station.

Automobile Parking Space

One of the most important attributes of South Shore Line service at Gary has been provided by Thomas G. Hamilton, assistant general manager, who had charge of the changes made, with the filling and leveling of a plot of ground south of the station as a space for the parking of automobiles. Gary residents may now drive their cars direct to the station and leave them there to take them to their homes on their return trip.

Several ornamental lamp posts have been erected in the parking space and in front of the station and shrubs and other landscaping will be planted this spring as the final step in the improvement of the site.

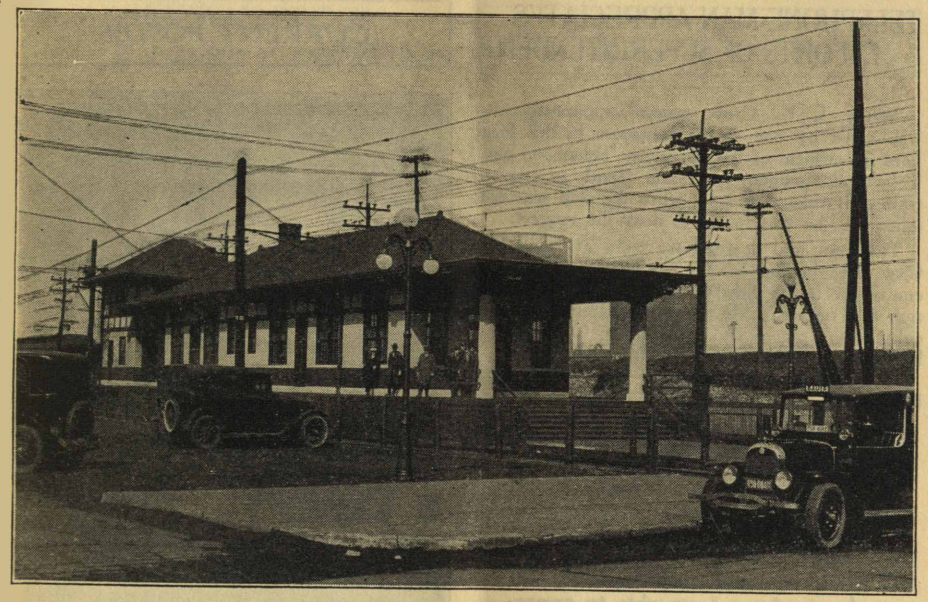
A view of the interior of the South Shore Line passenger station at Gary on the night it was formally opened to the public following its renovation.

Lunch Counter in Station

The station interior has been cleaned and repainted in light grays. New lighting and ticket booth fixtures and new benches have been installed. A modern luncheon and soda counter will provide refreshments for the traveler. This service is owned and managed by the South Shore Line, assuring our patrons the ultimate in excellence of pastries and food as well as drinks.

The floor of the station, formerly of cement, has been covered with heavy linoleum and many other improvements made to add to the comfort of patrons. The rebuilding of the station alone, exclusive of the interior furnishings, cost the company in excess of $10,000.

In addition to the physical changes in the passenger stations it will be found that courtesy and service to patrons are among the attributes of South Shore Line employes. They feel that patrons are the guests of the railroad and will do all within their power to make your trip a pleasant one.



The Gary passenger station of the South Shore Line as it now looks after having been remodeled. The new parking area for automobiles is at the left of the picture.

LADY THANKS COMPANY FOR REFUND; PRAISES TRAINMEN

The following letter thanking the company for a prompt refund on the purchase of an extra ticket by a patron of the South Shore Line and commending trainmen for courtesy has been received by the company:

Oak Park, Ill.
March 17, 1926.

Chicago South Shore and South Bend Railroad.

Dear Sirs:

I wish to thank you for the prompt attention and the check for $1.73 I received for the fare I paid twice from Kensington to Michigan City through carelessness of my own. I also wish to commend the courtesy of both conductors on the train leaving Randolph street at 4 p. m., March 5.

Very truly,
Louise C. Kruger.

Mrs. Herman C. Kruger,
1122 Winonah Ave.

The conductor in charge of the train on which Mrs. Kruger rode was Conductor J. Guyer.

TELEPHONE MAN APPRECIATES EFFORTS OF SUPERINTENDENT

When J. K. Gray, general superintendent, was asked by one of the managers in the long lines department of the American Telephone and Telegraph Company of South Bend, to stop a train at Tremont recently, when the stop was not scheduled, he was forced to deny the request.

The man had boarded the train at Michigan City after having been given misinformation at one of the hotels there to the effect that it would stop at Tremont. Mr. Gray explained the difficulty to the patron and took him to Gary where he caught a train returning to his destination.

A short time later Mr. Gray received the following letter:

This is to thank you for your time and personal attention of last Saturday, notwithstanding the fact that you refused to have the stop made at Tremont of your early morning train to allow one of my men and myself to alight at that point.

From my own eight years of railroad experience I am able to appreciate your position under these particular circumstances, and want to assure you that while I was very desirous of getting off at Tremont, where a gentleman from Chesterton was waiting for me, there is no ill-feeling on my part resulting from the stand you took.

From your all-around gentlemanly attitude in the matter I want to extend to you the courtesy of my office and personnel any time you are so inclined or they will be of use to you while visiting South Bend or other points in northern Indiana.

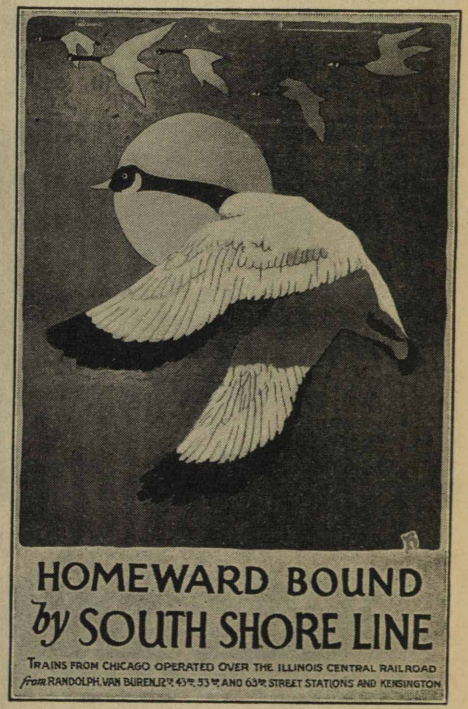
Yours truly,
H. P. Wagner,
Chief T. B. M.

Mr. Wagner's letter has been referred to SOUTH SHORE LINES by F. W. Shappert, traffic manager, as an example of one of the problems of passenger service. Had the train been stopped it would have inconvenienced the many passengers riding through for the benefit of two. This fact was understood by Mr. Wagner and appreciated.

Prison-Keeper: "You'll have to work here, man, but you may select any trade you wish."

Prisoner: "Well, if it is all the same to you, sir, I'd like to be a sailor."

CURRENT POSTER



When the geese wing their way north; when the pussy willows flaunt their ruffles on the edge of the Dunes swamps; when the buds begin popping and the sap begins to run and nature seems to stir itself from its winter sleep—then it's time to get out in the open.

The above poster represents a group of wild geese on their return trip to the lakes and marshes of the north where they make their summer home. The posters are placed at all South Shore Line stations and at stations of the Chicago Rapid Transit Company in Chicago.

Dunes in the early spring are favorite hiking grounds for many who enjoy the exhilarating sunshine and warm breezes. The South Shore Line station at Tremont is the "Gateway to the Dunes."

Old Doctor: "What do you want, my lad?"

Young Physician: "I want a little advice on how to succeed in this profession."

Old Doctor: "Just have patience, my son, have patience."

LINCOLN HIGHWAY BRIDGE IS NEARING COMPLETION

Rapid progress is being made toward the completion of the viaduct near New Carlisle which will be used to carry the South Shore Line across the Lincoln highway at that point.

Track was being laid on the approaches of the bridge early in April and it was expected that trains would be operating over it by May 1. The erection of the bridge at this point by the South Shore Line and two other railroads will eliminate a much traveled highway grade crossing.

Upon completion of the South Shore Line work on the highway crossing the present grade crossing will be abandoned and the highway diverted to the new course. It is expected that this change will be completed early in the spring in time to care for the heavy automobile traffic on the Lincoln highway this summer.

The operation across the highway will reduce the running time of South Shore Line trains as it will make unnecessary slowing down at the crossing. The abutments and grading for the bridge have been made wide enough for double tracks by the South Shore Line.

REMODEL TREMONT STATION SOON

Work on the remodeling of the South Shore Line station at Tremont, the "Gateway to the Dunes," will be started early this month.

The station is to be moved parallel and closer to the track. It will be redecorated on the interior and repainted on the exterior, thereby providing adequate accommodations for Dunes visitors during the coming season.

NEW PHONE BOOTHS

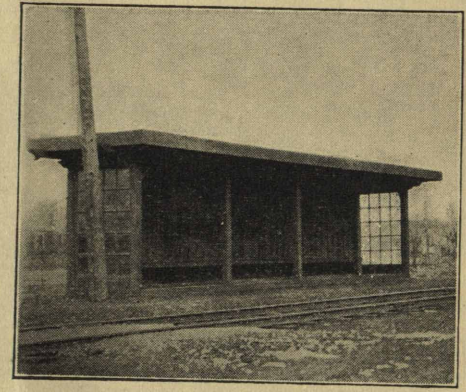
Twelve phone booths for use of trainmen and two switchmen's houses are now being built for erection along the South Shore right-of-way.

Working
Helen's in the kitchen
Washing out the bottles,
Paul's in the pantry
Taking off the labels,
Ruben's in the cellar
Mixing up the hops,
Johnny's on the front porch
Watching for the cops.

"Why did you stop singing in the choir?"

"Because one day I didn't sing and somebody asked if the organ had been fixed."

NEW SHELTERS ERECTED



Forty-two shelter stations for local stops on the South Shore Line have been erected and painted and are now in service. The stations are of two types, the above photograph being of the larger size.

The shelters are of an attractive type of architecture and are painted South Shore Line orange. They have proved valuable during the winter storms and spring rains.

SOUTH SHORE LINE CONNECTS WITH COACHES TO ST. JOSEPH

South Shore Line through limited trains make connections with the coach line serving the territory between Michigan City and Benton Harbor and St. Joseph, Michigan.

The coaches operate to and from the South Shore Line station at Michigan City, making transfer at that place very convenient for travelers into Michigan.

The territory through which the coach line operates north of Michigan City will soon present a type of beauty unequalled in this section of the country. It is a famous fruit producing region and the blossoms of the fruit trees greatly add to the beauty of the east shore of Lake Michigan.

The coaches travel through the heart of this region and blossoming trees rim the highway for nearly its entire extent in the early spring. The "Blossom Festival," an annual spring event of the fruit producing country, will be held soon. Thousands attend the celebration each year.

Newly Acquired South Bend Station

The old Masonic Temple—the three story building at Michigan street and La Salle avenue in South Bend, was recently purchased to insure continued accommodations as a terminal station for South Shore Line patrons. The second floor of the building is to be remodeled for traffic department offices.

BASEBALL SEASON OPENS ON APRIL 13 AT WHITE SOX PARK

The crack of white ash against horsehide will herald the long awaited opening of the baseball season in Chicago on April 13, at White Sox park. On that date Comiskey ball park will take on its annual gala attire and Eddie Collins' pennant chasers will be judged by the fans as to their respective merits as ball players.

The Cubs, who have been cavorting about the diamonds in California, will not be home until the Sox have finished their initial series in Chicago, but when they do get home interest in their prowess will be as great. Mr. McCarthy from Louisville has been working hard on the Wrigleyites and supporters of the Northsiders are predicting a most successful season.

South Shore Line patrons wishing to attend ball games at either of the major league parks will find connections most convenient. The Sox park can be reached by transferring from a South Shore Line train at either Sixty-third or Forty-third street stations to the elevated lines. All "L" trains stop at the Thirty-fifth street station before and after the game.

Cubs fans can leave South Shore Line trains at the Illinois Central suburban terminal at Randolph street, walk a block west to Randolph and Wabash station of the "L" and catch a north side train to the Addison street station. All trains also stop at Addison street at game time.

Take in a few games this spring and see for yourself whether Eddie Collins has been able to develop a star shortstop or McCarthy has produced some sluggers.

Barber shave,
Man sneeze;
Man dead,
Next, please.

"Does your dog chase cows?"
"No, he's a bull dog."

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th Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. JUNE, 1926 No. 8

Eucharistic Congress To Draw More Than 1,000,000 Persons to Chicago

CHICAGO will be host to one of the greatest throngs in its history between June 20 and 24 when the Twenty-eighth Eucharistic congress is held in that city. More than one million persons are expected to attend the various events of the congress.

Visitors from every civilized country in the world will visit the city during the mammoth meeting. Included will be many of the highest dignitaries of the Catholic church, a Papal Legate, the Swiss Guard from the vatican and world renowned prelates from near and far.

Pretentious arrangements are being made for the accommodation of the visitors to the city by various committees. Hotel reservations for the days of the congress have long been exhausted and thousands of Chicagoans have promised to throw open their homes for the religious pilgrims.

Pope Picks Theme

The general theme of the congress, "The Eucharist and Christian Life," which was selected by Pope Pius XI, will be discussed by students of note in twelve different languages, the students representing as many different people.

Sectional meetings will be held in the evenings and afternoons of June 21, 22 and 23, in various large assembly halls throughout Chicago where English and foreign languages will be used. The following countries will be represented by scholars at these meetings: Holland, Belgium, France, Germany, Spain, Poland, Czecho-Slovakia, Hungary, Italy, Jugo-Slovakia and Mexico.

The official and formal opening of the congress will take place on June 20. At high noon a ceremony will be held for the formal welcoming of the Papal Legate at Holy Name Cathedral, and a special Pontifical Mass will be celebrated by one of the visiting Cardinals.

Centers in Stadium

On the occasion of the opening the special ceremonies having to do with the opening of a Eucharistic Congress will be held. It is a colorful spectacle, followed by the address of welcome and the response of the Legate.

The general meetings of the congress will be held on the mornings of June 21, 22 and 23 in Soldiers' Field, Grant Park, at the Roosevelt Road I. C. surburban station, where all South Shore Line trains stop. It is expected that arrangements will be made at the stadium to accom-

NEW STOPS AND TRAINS ARE ON LINE'S SUMMER SCHEDULE

New trains and new stops have been added to the summer schedules of South Shore Line trains to make the service most convenient to Dunes visitors and persons visiting the Hudson Lake resorts.

All Chicago Specials and South Bend Specials and all express trains, with the exception of one early morning train out of South Bend, now stop at the following stations which were not served by this high speed service before the change: Miller, Baileytown, Tremont and Wilson in the Dunes country and Lake Park and Hudson Lake stations at Hudson Lake.

The new stops will be made at the request of passengers aboard the trains or upon signal from persons at the stations. The growing popularity of the Dunes and the increasing South Shore Line business to this territory has made the stops possible.

Six through trains, two to Michigan City and four to South Bend, now operate from the Chicago loop between 6 a. m. and 12 noon, central standard time. A train every hour with the exception of 11 a. m. All of these trains serve the beautiful Dunes territory.

Special low rates for summer tourists have also been established making travel by the South Shore Line clean, cheap, comfortable, fast and convenient. Ask the agent for information on rates.

Dumb: "Which would you rather be, Shakespeare or Edison?"
More So: "Edison!"
First: "Why so?"
Second: "Cause he ain't dead."

Chicago Congress To Break All Records

modate 150,000 persons at these meetings, with sufficient room for an additional 100,000 persons to stand nearby and witness the ceremonies.

Microphones and loud speaker arrangements are being made at the stadium and in the surrounding area which will enable anyone within the radius of one mile to hear plainly everything that transpires.

Mass Follows Meetings

The plans for the general meetings call for four orations at each of the sessions. The subject of these orations will be selected from a list compiled by the permanent committee of the congress and prepared by the eminent Eucharistic scholar and commentator, Father de la Taille, S. J. Following each of these meetings a solemn Pontifical Mass will be said, the celebrant being one of the Cardinals. The sermon of the Mass each day will be delivered by a distinguished American pulpit orator.

On June 21, Children's day, a chorus of 62,000 children will chant the "Mass of the Angels." These children have been undergoing schooling in the Mass for months past under Prof. Otto Singenberger, official head of the congress music.

June 22 has been designated as "Women's Day" of the congress. Women will take a more prominent part in the Chicago congress than at any time previous. At the Soldiers' Field Mass on this day thousands of nuns, together with thousands of Catholic women will sing the Mass "Rosa Mystica", the glorious modern classic of Vito Carnevali.

Students Have Day

The following day of the Congress will be "Higher Education Day." On this occasion faculties and students from Catholic colleges, seminaries, high schools and academies will play an important part in the ceremonies. A large body of students will sing the Mass in the stadium on this day.

The Holy Name Society of Chicago has arranged a special mass meeting for men to be held in Soldiers' Field the night of June 22. A group of prominent speakers, representing many peoples, will address this gathering. It will be closed by a solemn Benediction.

The closing day of the congress, June 24, is to be given over entirely to the Eucharistic Procession at Mundelein, a short distance north of Chicago. Special arrangements are being made for transportation of the thousands who will visit the little town on this day. North Shore Line trains operate direct from the South Side of Chicago, through the loop, to the grounds of the seminary.

LOW EUCHARISTIC FARES

A one-way fare for a round-trip ticket is the rate which will be in effect on the South Shore Line for visitors to the XXVIII Eucharistic Congress. South Shore Line trains all stop at the Roosevelt road Illinois Central suburban station, at the stadium where the principal events of the assemblage take place.

Railroad Fare Low

A special rate of a one-way fare for a round trip is offered by the South Shore Line to visitors to the Eucharistic Congress. These low rate tickets will be good from the opening day of the congress until 10 a. m. on the closing day going to Chicago, and returning will be honored until 12 midnight June 25.

The South Shore Line is perhaps the most convenient way of reaching the giant stadium because of the proximity of its stop at Roosevelt Road, at the stadium. For patrons of the South Shore Line attending the Procession at Mundelein a most convenient connection can be made with the North Shore Line trains at the Sixty-third street station of the elevated lines of the Chicago Rapid Transit Company, a few steps from the Sixty-third street station of the South Shore Line. North Shore Line trains will leave this station every four minutes during the day for Mundelein.

Committees Ask Cooperation

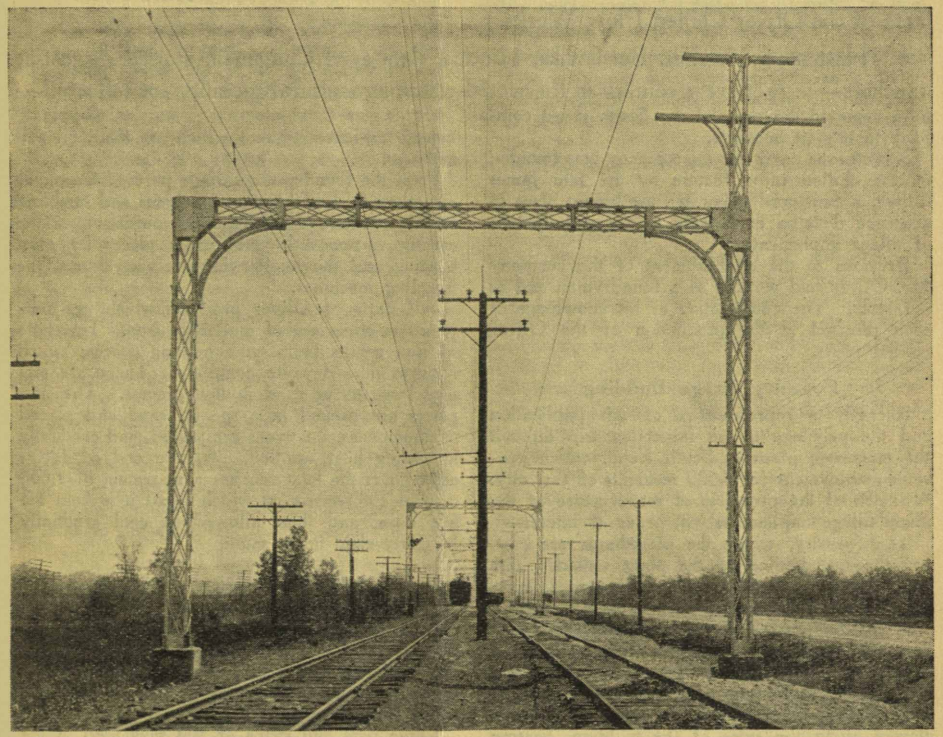
Committees in charge of the housing and transportation of the congress have issued special requests to persons residing within a radius of one hundred miles of Chicago who expect to visit the congress. Because of the shortage of sleeping quarters they have asked that wherever possible the visitors spend the night in their own homes, making the trip home at night and back the next day.

The excellent service of the South Shore Line which will be increased to care for the thousands who will attend, makes this request an easy one to comply with. The South Shore Line agent in your city will be able to furnish you with full information as to fares and other particulars of the congress.

"Realized any of your boyhood ambitions?"

"Yes, when my mother used to cut my hair I wished I were bald-headed."

Ideal Section Nears Completion



All of the steel bridge work for the support of catenary trolley construction on the ideal section, a mile length of double track a short distance east of Miller, had been completed at the time the above picture was taken.

It was expected that the new section of track will be placed in service about July 1.

The ideal section is to be used as a model for construction of future track on the South Shore Line. It is to be rock ballasted, 100-lb. rail is to be used and the steel trusses and catenary trolley construction is the latest design for high speed, electrically operated service.

Catenary suspension of the trolley provides a wire parallel with the rails from which the pantagraphs on the cars collect the current, reducing friction and loss of current to a minimum. It consists of three wires, the top to take up the slack between points of suspension and the two bottom wires connected by pieces of varying length to make them parallel. The entire three-wire system is electrically charged, which also provides a minimum of current loss.

This type of overhead construction has already been installed on the line between Kensington and Hammond and will be added to in the future. The center poles, which have been used for trolley suspension and which can be seen between the tracks in the picture, will be removed upon the completion of the ideal section.

LINE AIDS MOTORISTS

Visibility of motorists on Broadway, Gary, at the South Shore Line crossing has been greatly improved with the removal of a sand hill on the right of way east of that street. A siding 1,800 feet long is to be constructed where the excavation has been made.

Oliver Plow Works Is World's Largest

THE old adage which tells us that if a man makes a better mouse trap than his neighbor the world will make a beaten path to his door, is amply proven in the case of the Oliver Chilled Plow Works.

Hottentots, Aussies, Bolsheviks, Hindus, slant-eyed Chinamen, storied Argentine ranchers—in fact every country in the world where agricultural pursuits are followed—have come to the door of the South Bend company to buy its products.

Seventy-one years ago the company was founded on the chilled plow feature by the late James Oliver, a Scot, and today it is the largest plant in existence devoted exclusively to the manufacture of tillage implements.

Previous to the establishment of the company Mr. Oliver had worked as a foundryman and as a farmer. The combination of his knowledge of each resulted in the production of the Oliver chilled plow.

Foundry Large Building

Recently a representative of this publication had the privilege of an inspection trip through the mammoth plant at South Bend, which provides employment for 3,500 residents of that city. A sketch of the processes of manufacture of the many tillage implements will prove of interest.

The foundry, where the plowshares are cast, was the first section of the plant visited. The chilling process, used to harden the shares, takes place in this department.

A vast one-story building is used for the foundry. Row upon row of molds were being filled with molten metal, which bubbled and smoked as it came in contact with the neatly formed sand. Large furnaces and converters roared and glowed along the sides of the building, heating the metal to the proper temperatures.

Thousands of Shares Daily

The Oliver foundry has a capacity of 25,000 chilled shares and 4,000 steel shares daily. This is in addition to the thousands of other parts of the plowing implements which are cast at the plant. A large section of this department is devoted to the preparation of the sand molds, which are baked before use, and for the preparation of the sand itself, which is a special mixture, among the ingredients of which are flour, oil and molasses.

From the foundry the various parts of the plows are taken to sand blasting machines and tumbling machines where the roughness resulting from the casting is removed; the larger pieces by sand blasting and the smaller in revolving drums, the tumbling machines.

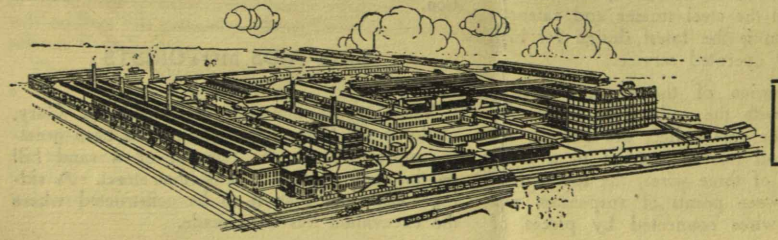
All parts of Oliver products which are subjected to stress are of malleable iron. This type of iron results from an annealing process which requires nine days to complete. There are sixteen large ovens used in this process. The iron pieces are packed in a special sand and placed in these ovens, the ovens are sealed, and gradually increasing heat applied. At the end of forty-eight hours the heat reaches a maximum of 1,650 degrees Fahrenheit, at which point it is kept for five days, and then allowed to cool gradually for forty-eight hours more.

A Noisy Department

Upon the completion of the annealing each piece is placed in a die in a stamping machine and subjected to pressure which tests its toughness and conforms it to a uniform shape. The pieces are then machined according to their uses and are ready for assembling.

Large rods and strips of flat steel used in the implements are fashioned in the next department visited. Large stamping machines, hundreds of them, were pounding away at a merry clip in the building housing this department, making an almost deafening din. The rods and strip steel are purchased in plates and strips direct from the mills and cut in the machines in proper lengths.

These lengths are then heated and fashioned in various types and sizes in the stamping machines. Following the fashioning of the parts they are dipped in water to harden them. In a room adjacent to the stamping department tests are made of the various parts. If they vary by one-quarter of an inch under one hundred pounds pressure they are remelted.



Oliver Plow Works Plant No. 1

Are Polished and Sharpened

In the next department the plowshare itself is given the final forgings. A total of twenty-six separate operations is necessary before the share is finished; it is heated four times during the process. Many forging machines are used in this process, shaping and sharpening the share.

Finally, before the shares are ready for assembling, they are machined and then taken to the large polishing rooms for final sharpening with emery wheels and polishing to a mirror-like finish. The batteries of the emery polishing machines present a pretty sight with sparks flying in myriads from the shares.

Upper floors of the buildings are used for the assembling and painting and the storage of the plows. As the implements proceed in the course of assembling they are suspended from overhead runways by hooks and are pushed along from one workman to another who each has a separate part of the work to perform. The implements are not assembled in their entirety at the plant, but in sections which are easily packed and shipped to the retailers who assemble them for sale to the farmers.

Test All Implements

A testing floor is maintained where each type is constantly being assembled and tested during its progress through the factory. Should something be found wrong in the manufacture, work on the type is suspended until the error can be corrected. In this manner the Oliver company makes sure of perfectness in every detail.

At the ends of the overhead trolleys are large dipping vats where the paint and varnish are applied to the plows. Probably six of the various assembled parts are dipped in the vats at one time by a special machine and then wheeled off again to dry. Some of the pieces get several coats of paint before the final varnish coat. They are then striped and labeled by hand and either crated ready for shipment or stored in one of the many storerooms of the plant.

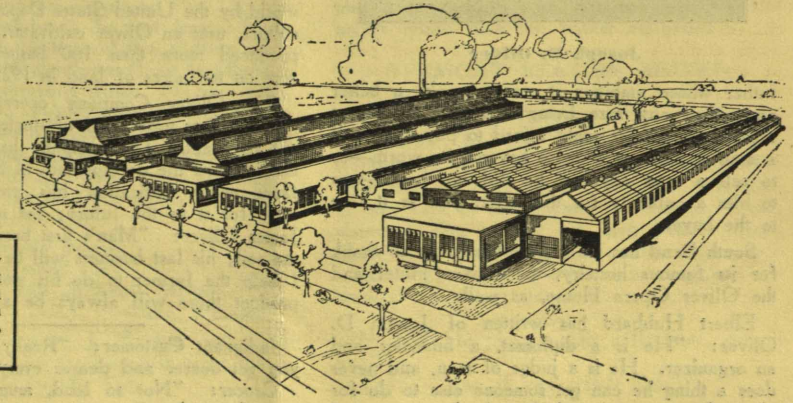
Every part of any Oliver implement in use is kept in a vast storeroom in the plant, ready for shipment to dealers or users. In addition large storage departments are maintained in connection with each of the departments where all parts used in the production are kept on hand.

House Old and New

A salesfloor where many of the types of tillage implements produced by the company are kept on display was the last place seen on the visit. In addition to the largest and smallest plows ever made many old curios are kept in this room, including a plow used by Daniel Webster, a plow with the wood portion inlaid with pearl, the plows used for display at the Chicago and Paris world fairs and many other interesting implements.

More than 900 types of plows are made by the Oliver Company, in addition to harrows, corn and cotton planters, cultivators and pulverizers. Two distinct plants are operated at the South Bend works, one for the manufacture of tractor tillage implements exclusively, which is the newest plant and the only completely modern tillage implement plant in existence, and the large older plant, in which all other products of the company are made.

A club composed of all employes of the company who care to join is sponsored by the company, and club rooms provided for their use in company buildings. A baseball league and other sports leagues are existent among the employes and other special steps have been taken



Oliver Plow Works Plant No. 2. Both plants are in South Bend, Ind.

TRAIN PLUS MOTOR COACH POPULAR NEW TRAVEL PLAN

Summer residents and vacationists along the east shore of Lake Michigan are rapidly becoming acquainted with the excellent combination high speed electrically operated train and commodious motor coach service now furnished by the South Shore Line and the Shore Line Motor Coach company into that territory.

Trains leaving Chicago every two hours between 6 a. m. and 6 p. m., central standard time, connect with motor coaches for Benton Harbor and St. Joseph, Michigan, and intermediate points at Michigan City. Combination tickets are now sold at low rates for this excellent service.

Tourists who wish the beauty and luxury of a motor coach ride through the beautiful Michigan country have found it available without the confusion and delay caused by the excessively crowded conditions of the highways between Chicago and Michigan City. The high speed trains of the South Shore Line thereby save considerable time.

Coaches of the Golden Fawn line, operating between South Bend and Fort Wayne, and serving Elkhart, Goshen and intermediate points including beautiful Wolf Lake, now lead the South Shore Line station at South Bend, making convenient connections with South Shore Line trains.

Comfortable parlor car type coaches are operated over both of these motor coach lines affording the traveler a most pleasing journey by motor. Any South Shore Line agent will gladly furnish information concerning motor coach lines connecting with South Shore Line trains.

SUMMER SPEEDS ALL SOUTH SHORE LINE CONSTRUCTION

Construction work on the South Shore Line is progressing at top speed under summer schedules. Many of the parts of this work must be completed by July 1 to permit the operation of the new equipment and this work especially is being pushed to a rapid culmination.

Installation of equipment in the eight new substations is one of the jobs that must be finished before the new cars can be operated. Daily shipments of this electrical material are being received and as rapidly installed.

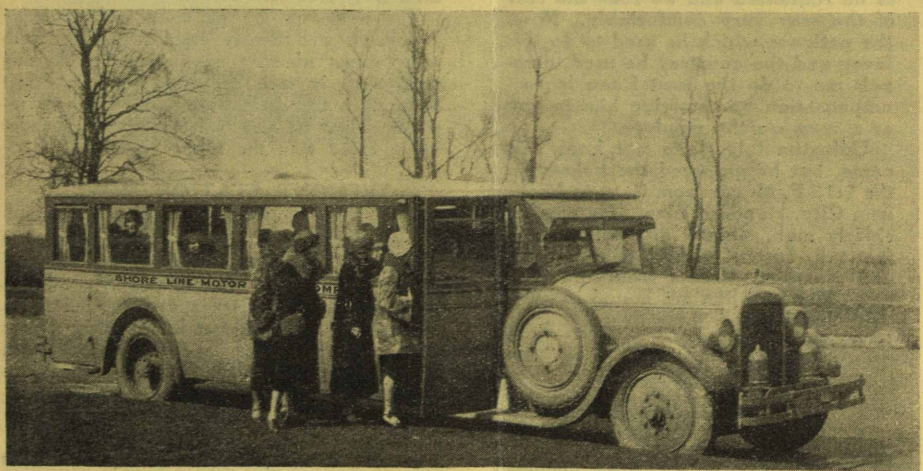
New electrical overhead has been completed between Kensington and the west edge of Gary. A new messenger wire has been strung between Gary and South Bend for the transmission of the current for the new cars, connecting with the new electric substations.

Resurfacing of the track between Michigan City and South Bend has progressed as far as New Carlisle and is to be finished before the close of June. New cinder ballast and raising of track levels is included in this work.

Renewal of the track in Michigan City, East Chicago and South Bend is under way. The replacement of old 75 and 80 lb. rail over three miles of track east of Cudahy is also progressing.

One track between Kensington and Hammond has been leveled and ballasted with stone and workmen are now engaged in similar operations on the second track.

All shelter stations and telephone booths have been given a spring coat of paint.



Shore Line Motor Coach Company Parlor Coach Which Connects With South Shore Line Trains at Michigan City for West Michigan Lake Resorts.

South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad

VOL. 1 JULY, 1926 No. 9

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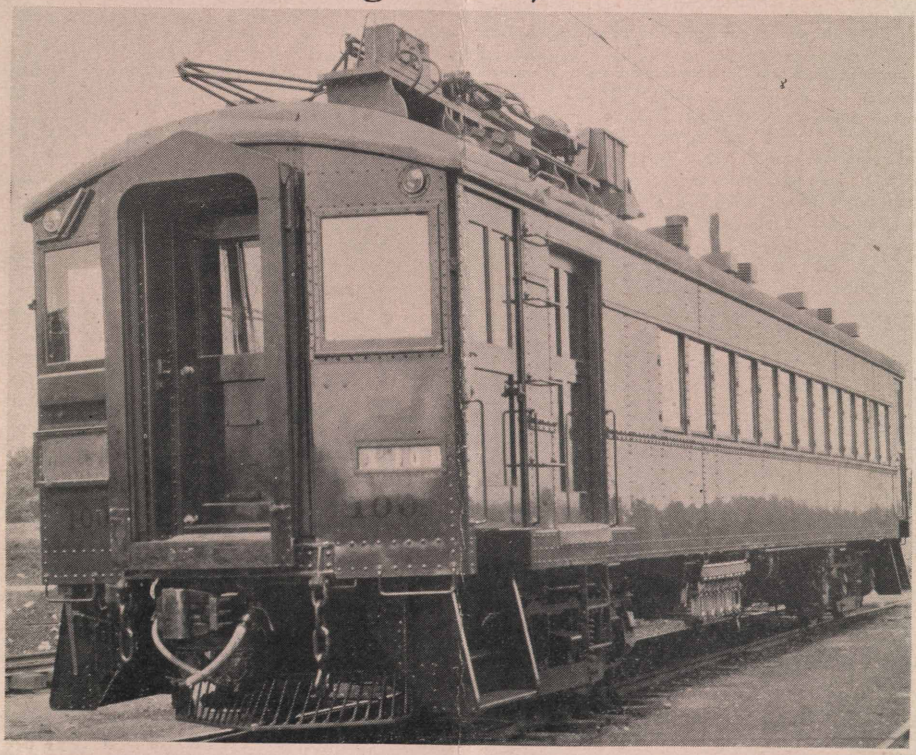
New Cars Placed in Service Between Michigan City and South Bend



The First New Steel South Shore Line Motor Passenger Car.

COMPLETION of one of the first steps in the rehabilitation program of the South Shore Line was effected the middle of July with the beginning of operation of new ...een Michigan City and South Bend. It was expected that the entire ...e line would take place later in the month.

...cars can safely be said to be the finest equipment in use on any high ...y operated railroad in the United States. The Pullman Car and ... Corporation were the builders of the South Shore Line cars, and used ...ethod in their construction.

The Westinghouse Electric and Manufacturing Company, supplied the motors for the cars and other electrical equipment. Other details of their construction includ-

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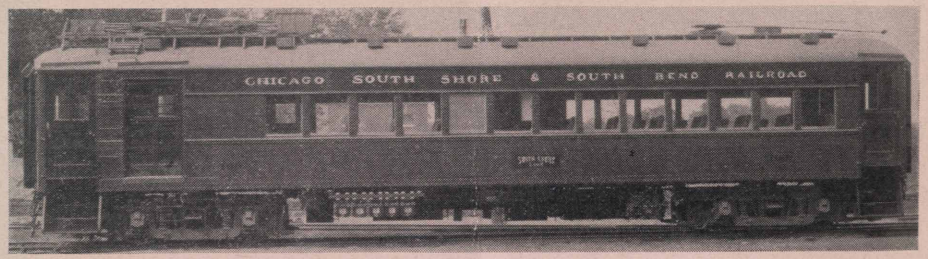


A Side View of one of the New Steel Cars. This is one of the Ten New Cars Which Will Have Baggage Compartments.

ing air brakes, lighting fixtures, seats and furnishings are the best the market affords.

Safety, comfort and high speed are the cardinal principles considered in the construction of the cars. Their design was evolved by engineers with years of experience on high speed electric railroads. The combination of this practical operating experience and the car building art of the Pullman company engineers has resulted in a finished product which will do credit to the South Shore Line and the territory served.

Railroad Re-Electrified

Operating problems made necessary the operation of the new cars over a portion of the line first. The old equipment operated with alternating current, while the new cars operate with direct current, giving smoother operation, increased acceleration, economy in power and increased speed.

It was therefore necessary to entirely re-electrify the South Shore Line, entailing an expenditure of nearly a million and a quarter dollars for new trolley wire, new rail bonds, and eight new substations for an adequate power supply.

In order to test the new equipment track of sufficient length was needed for high speed. This was supplied between Michigan City and South Bend. Train crews were also schooled in the operation of the new equipment in this manner.

New Cars Popular

The new cars have proven popular with passengers using the service. They are of steel construction throughout, have four 200 horsepower motors, two mounted on each truck; mohair velvet seats, shaded lights, electric fans and many other conveniences. Twenty-five motor cars are included in the order from the Pullman Company, in addition to two dining cars and two parlor observation cars which will be delivered later.

The cars are capable of attaining a speed from twenty to twenty-five miles an hour faster than the old equipment. They have deeper car springs and deep cushioned seats. The exterior is finished in South Shore Line orange with maroon trimming.

LOW RATES NOW APPLY FOR TRAVEL BY RAIL AND COACH

Special rates good over a period of twenty-one days have been put in effect on the combination South Shore Line railroad and Shore Line Motor Coach Company trip between Chicago and St. Joseph and Benton Harbor, Michigan, for use of summer tourists.

The twenty-one day limit rate over the South Shore Line to Michigan City, where the motor coaches connect with all through trains, is $2.70 for a round trip and the rate to the terminus of the motor coach line is $2.25.

The motor coaches also serve New Buffalo, Union Pier, Lakeside, Baroda, Stevensville and other nearby points and similar low rates apply to these towns. Even lower rates may be procured for outing parties by applying to the South Shore Line traffic department, 79 West Monroe St., Chicago, telephone Central 8280 or Randolph 6226.

The combination rail and motor coach trip to the attractive east shore of Lake Michigan provides an ideal means of transportation. On the South Shore Line the traffic congestion of the highways on the southern end of Lake Michigan is avoided and the commodious motor coaches through the beautiful Michigan country from Michigan City north afford a comfortable and beautiful trip.

NOT FOR HIS GIRL'S EARS

Stude (with girl): "Have you any balcony seats?"

Clerk: "Yes, but there are still some fine orchestra seats."

Stude: "Who's buying these tickets?"

Mayor Williams, Gary, Writes Appreciation

Mayor Floyd E. Williams, of Gary, has written the following letter of appreciation of the improvements of the South Shore Line at Gary to Thomas G. Hamilton, assistant general manager:

CITY OF GARY, INDIANA,
Executive Office
Floyd E. Williams, Mayor.

Dear Mr. Hamilton:

When in the course of events it becomes necessary for the Chief Executive of any municipality to look about him that he may take stock of what is going on among the people and institutions he serves, in order that he may thereby inform himself as to what improvements, if any, are taking place of a public nature for the betterment and convenience of his people and the advancement of his citizen's interests, and as Mayor of Gary, and desirous of keeping before me the things worth while going on about our City, I am indeed happy to commend the institution with which you are associated, in deeming Gary deserving of the splendid recent improvements your company has made of its Gary property.

The re-modeling and improving of your passenger station at Broadway and Third Avenue not only adds wonderfully to the appearance of our city, but affords added comfort and convenience to the traveling public, and will mean much toward our anticipated "early gateway improvement", which when completed, will mean more to Gary, not only from a city beautiful standpoint, but from an advertising standpoint as well, the importance of which is realized by all thinking citizens.

I, therefore, in behalf of our citizens, congratulate your company for deeming Gary worthy of this added consideration and splendid improvement, and for our city, I thank your company through you for adding to our citizen's convenience and pleasure your present fine passenger station and other surrounding improvements.

Assuring your company of my hearty cooperation in all matters pertaining to the comfort and convenience of our citizens, I remain with personal good wishes,

Very truly yours,
F. E. Williams,
MAYOR.

The South Shore Line is pleased to know that its efforts are appreciated.

An Interior View of one of the New South Shore Line Steel Cars.

H. W. Angsten Long In Accessory Business

WITH the rapid growth of the automotive industry during the past two decades came the corresponding growth of a number of associated industries, manufacturing accessories—attachments of various kinds tending toward making the automobile owner's ride easier and better. The H. W. Angsten Company at Michigan City, is one of these industries.

The Angsten Company has been engaged in the manufacture of automobile accessories for the past fifteen years. For the past three years the company has been under contract to make the well known Burd-Gilman shock absorber for automobiles. In addition they manufacture steering wheel parts, parts for the Timken Detroit Axle Company and the Bendix Brake Company, South Bend, and a newly conceived steel stool for restaurants and soda fountains.

The Burd-Gilman shock absorbers are standard equipment on Oldsmobiles and have recently been adopted by several other General Motors Company cars as standard equipment. After rigid tests the Ford Company authorized their sale at all Ford agencies and changes in the manufacture of Fords were made to care for the installation of Burd shock absorbers. The Burd Company also sells Burd High Compression piston rings for automobiles.

Have Large Stamping Machines

A representative of this publication recently made an inspection trip of the Angsten plant under the guidance of H. E. Rice, purchasing agent, witnessing the various processes and stages of construction of the shock absorber.

As we entered the factory we were greeted with the noise of several large stamping machines, some exerting a pressure of 500 tons on steel, pressing the parts of the shock absorbers into shape. The housings are pressed from cold steel and other parts of the device are cut from sheet steel and later heated and forged into correct shape.

In a nearby room machines which shave off the steel with apparent ease and machine other parts of the snubbers, which must be exact in size and shape, are operated.

All Parts Tested

In the next room we were shown the furnaces in which all parts of the shock absorbers are heated to insure toughness. This is one of the many operations in the Angsten plant which are carried out to make sure that the product is perfect in every detail. A special test is made of the part of each shock absorber which is subjected to strain to make sure it is perfect.

A laboratory testing machine is operated to test the hardness of the steel. Another device is used to test the tensile strength of the steel cables which are used to connect the snubber with the frame of the automobile. They must be able to withstand a pull of 1,200 pounds. Through these precautions is made possible the special guarantee which goes with each Burd shock absorber.

From the annealing room the exterior parts of the device are taken to the japanning room where they are dipped into black enamel and then baked in large ovens at a very high temperature. It was noted that the japanning ovens, as well as many of the other heating ovens of the Angsten Company are heated with gas. Mr. Rice stated that gas was found to be more efficient and less wasteful in most of the heating operations of the plant.

Ship Parts From Canada

Other of the parts which go to make up the finished shock absorber, some of which are purchased in various parts of the country, are finally assembled at a large assembling table. Twenty-five men are employed at this table, each carrying out one step in the completion of the shock absorber.

An interesting anecdote was related by Mr. Rice concerning one of the parts of the shock absorber. It is the central bearing, in which the axle of the device revolves. It is made of rock maple, an extremely hard wood, and is shipped to Michigan City from Canada. This wood is impregnated with oil, making the oiling of the shock absorber by the user unnecessary.

According to Mr. Rice the utility of this wood was discovered by the Pilgrims who first settled this country. Being without metal for bearings in some of their crude sawing and other machines they reverted to the rock maple wood, the story tells, and of course kept the bearing well oiled while in use. Accidentally they found that after the wood had been oiled for a considerable length of time it retained the oil and further oiling was unnecessary.

Large Storeroom Kept

From the assembling table, which resembled a beehive in activity, the shock absorbers are placed on a conveyor which takes them to the second floor of the Angsten building where they are given final tests and the paint is retouched in spots where it may have been chipped in assembling. They are then packed for shipping.

Various types of fittings are necessary for the many kinds of automobiles which use the shock absorbers. On the day of our visit a carload was being packed for shipment to the Oldsmobile plant.

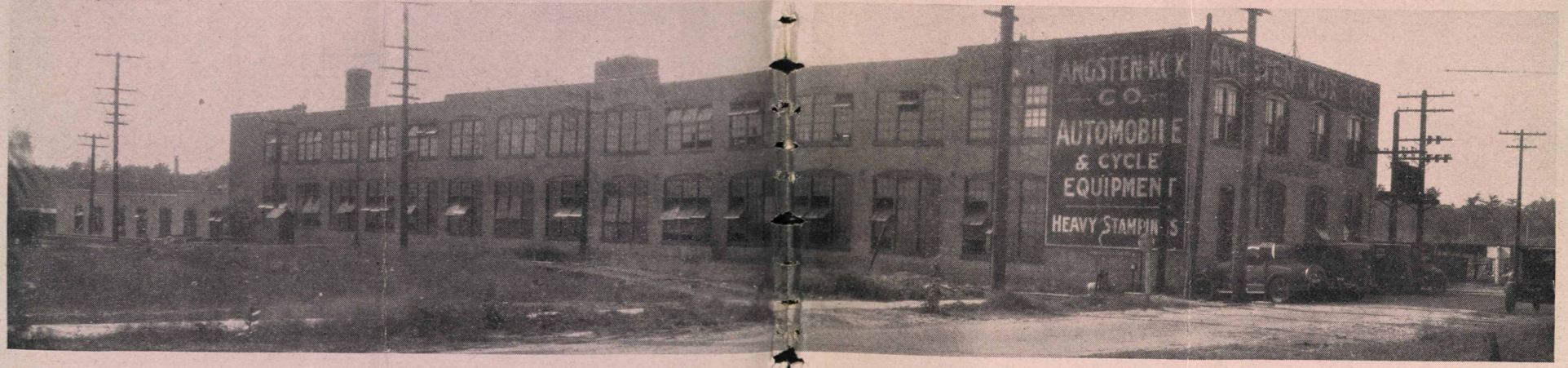
A visit was also made to the large storeroom of the plant where the thousand of various parts of the shock absorbers are stored, ready for assembling. Neatness and orderliness was evidenced in this room, as it was in a similar degree in every section of the Angsten plant. The building is built to supply daylight to workers in every part of the factory at all times, with ideal working conditions as a result.

Test Most Efficient

One of the modern methods used in the manufacture of the stool bases by the Angsten Company is an electric welding machine. The positive and negative electric poles of the machine are applied to the steel with a charge of 220 volts of electric current. As the points come together over the seam of the steel it is neatly fused in a comparatively short time. White hot heat is produced by the electric charge.

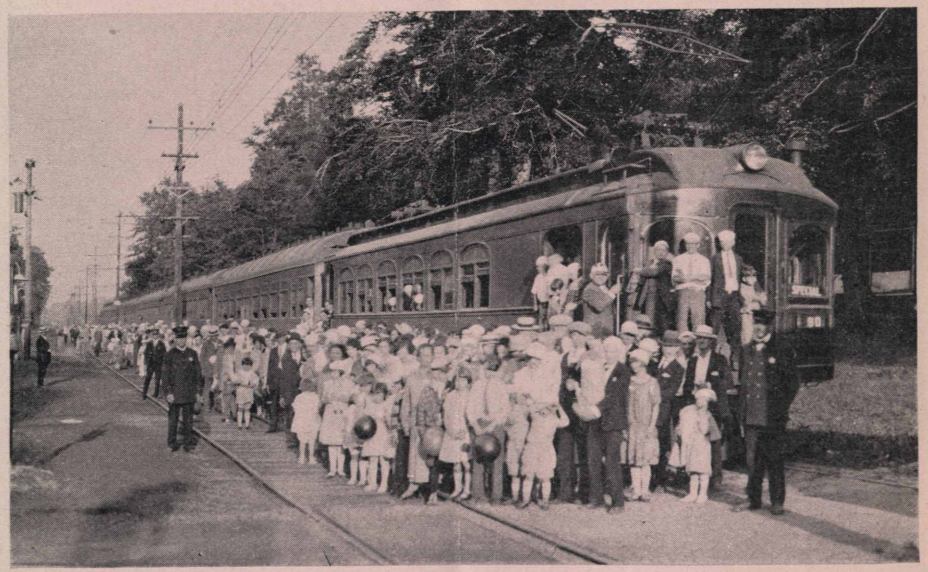
The Angsten Company is specially fitted to care for heavy stampings and are specialists in pressed steel work. It was organized in Chicago in 1904 as the Angsten-Koch Company, makers of motorcycle parts and automobile accessories.

(Continued on Page 6, Column 2)



The H. W. Angsten Company Manufacturing Plant at Michigan City. This Company has the Exclusive Contract for the Manufacture of the Burd-Gilman Shock Absorbers.

Banks, Church and Store Employes Have Big Picnics at Hudson Lake



Riley Banks Employes as they Arrived for a Day's Outing at Lake Park on their South Shore Line Special Train.

NEARLY seven hundred employes of four banks in the Calumet district, of which Col. Walter J. Riley is the head, were his guests at a picnic on June 27 at Lake Park resort on Hudson lake. A ten car special train on the South Shore Line transported the holiday crowd to and from the lake.

A like number from the Swedish Mission Church Sunday school at Kensington, enjoyed a picnic at the Hudson Lake resort, at the east end of Hudson lake, on the day previous. They were also carried by the South Shore Line. A party of more than 200 employes of the Peoples Store, Kensington, spent July 5 at Hudson lake, on their annual picnic.

The bank employes' outing was the sixth annual event which Col. Riley has given. He is the head of the following banks: First National, East Chicago; First Trust and Savings, East Chicago; First Calumet Trust and Savings, Calumet; and the U. S. National at Indiana Harbor. Employes of the O. S. Jordan Company, of which Col. Riley is also the head also attended the picnic.

Among the various events enjoyed at the picnics were athletic contests, boating, bathing, dancing at Lake Park, and basket dinners. The Riley orchestra and the Riley band entertained at the bank employes' picnic.

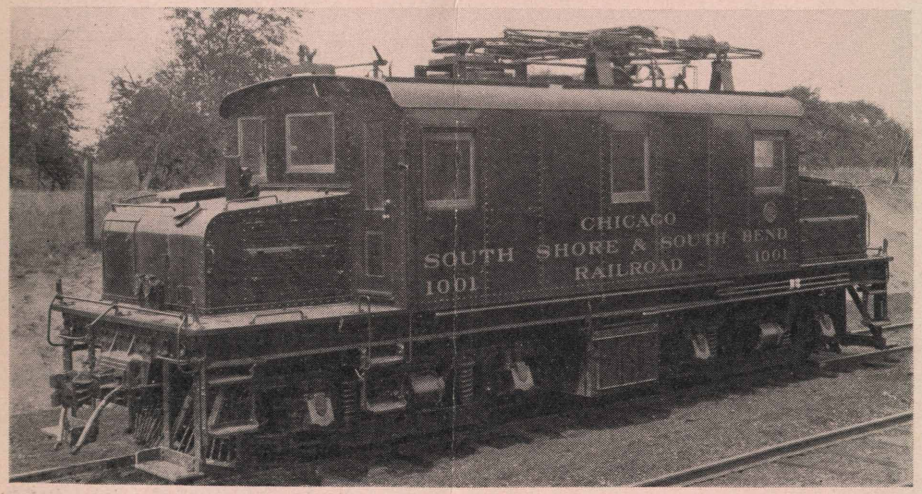
H. W. ANGSTEN COMPANY IS VETERAN ACCESSORY FIRM

(Continued From Page 5)

During the World War the Company's facilities were used for the manufacture of bayonet and bolo knife scabbards under contract for the United States government. In 1919 the factory was moved to Michigan City where automobile accessories and equipment and heavy stampings were again manufactured. H. W. Angsten became sole owner of the business in 1923.

"The Burd shock absorbers were found to be two and one-half times as efficient as their nearest competitior in recent tests made by the Ford Company," Mr. Rice said in telling of the product. "The Burd Company has national distribution and uses national advertising, and at the present time we are operating at the capacity of our factory to keep up with the demand."

New Electric Locomotives Arrive



One of the Four New South Shore Line Electric Freight Locomotives.

Four new electric locomotives, to be used in the freight service of the South Shore Line, were delivered during June by the Westinghouse Electric and Manufacturing Company. One of the new locomotives is pictured above.

The trucks, frames and bodies of the locomotives were built by the Baldwin Locomotive Works, Pittsburgh, Pa., and the electrical equipment by the Westinghouse company. That company also assembled the various parts and mounted the motors.

The new locomotives are rated at 80 tons and will develop 1,280 horsepower. They are larger and more powerful than the old South Shore Line locomotives and will add greatly to the efficiency of the railroad's freight service.

The locomotive motors are direct current type and they were placed in service on the section of the line between South Bend and Michigan City the middle of July at the time the new passenger cars were also used for the first time.

Less than a year ago when the locomotives were ordered it was thought that two would be sufficient to care for the freight service. Later it was found that three would be necessary, the freight business of the railroad increased so rapidly, and still later a fourth was ordered.

Shippers in Chicago and along the South Shore Line have found the regular overnight freight service afforded by the railroad extremely valuable in their shipping. Deliveries made at any of the South Shore Line receiving stations in Chicago before 6 p. m., are ready for pickup at any South Shore Line station at 7 o'clock the following morning and similar service is given from South Shore Line points to Chicago.

STATE CONTROL OF DUNES PARK TOOK EFFECT JULY 1

State supervision of the new Indiana Dunes State Park became effective July 1 when the Department of Conservation, under Richard Lieber, director, placed deputies in charge at the newly established headquarters at Waverly beach near Tremont. Rangers and other deputies will patrol the acreage owned by the state, protecting the natural wildness and supervising activities in that region.

With the inauguration of state supervision a charge of ten cents is made for all adult visitors. This charge is made at all Indiana state parks and helps in defraying the expenses of state operation of the reservations. The underlying motives of the state in taking over the Dunes district is the conservation of the natural beauty of the sand hills and the hinterland.

Plans for extensive building arrangements for the comfort of Dunes visitors include a long pier, a hotel, adequate refreshment facilities and other accommodations. Most of this work will not be begun until next year, according to Mr. Lieber. Indiana has been unusually successful in the establishment of state park preserves and in their operation in the past, and similar success in the Dunes area is forecast.

JULY POSTER

The lake and bathing add the final touch to the attractiveness of the Dunes in summer. Miles of sparkling white sands and cooling water provide refreshing relief after hikes through the Dunes woodlands.

Bathing at the Dunes is used for the subject of the July South Shore Line poster.

Otto Brennemann, artist who prepared the design for the poster, recently came to the United States from Germany. The foreign methods may be discerned in the poster, making it most attractive and distinctive. This is the first of Mr. Brennemann's designs used by the South Shore Line.

All South Shore Line through limited trains now make four special stops in the Dunes territory, in accordance with a recently adopted schedule. They are Miller, Baileytown, Wilson and Tremont, the gateway to the new Indiana Dunes State Park. The fast trains make these stops to discharge passengers or upon signal to pick up passengers, as an accommodation for Summer Dunes visitors.

EXTENSIVE IMPROVEMENTS MADE TO HAMMOND STATION

Workmen recently finished the renovation of the Hammond station building and improvement of the station platform and surrounding grounds.

The interior of the station was re-decorated following repairs to the walls and ceilings. A light shade of paint was used greatly improving the looks of the building. The exterior was also repainted, a light gray color trimmed with South Shore Line orange.

A brick platform was laid in front of the station, replacing cinders, and the unloading platform between the tracks was also raised and filled. A new sidewalk and curb at the street side of the station does away with the former flooded conditions during heavy rains.

The fence in the rear of the station was painted orange and the tiles on the roof given a coat of red paint. The station grounds have been filled with crushed stone and shrubs, flowers and trees added to beautify the station site. South Shore Line colors were carried out in the planting. The Gary station grounds have also been improved with shrubs and flowers.

SOUTH SHORE LINE SERVED MANY EUCHARISTIC VISITORS

Two special trains on the South Shore Line carried approximately 1,400 persons to the Eucharistic Congress in Chicago on the final day of the great church meeting. Several hundred others traveled each day during the meet on the regular trains.

The specials, one of which was operated from South Bend and the other from Gary, were composed of a total of nineteen cars and extra coaches were added to all regular trains. The South Shore Line was especially well situated to serve the crowds which attended the congress because of its stop at Roosevelt Road, in Chicago, directly adjacent to the stadium in Soldiers' Field, where the important events were held.

On the final day of the Congress South Shore Line passengers were transferred to Chicago North Shore and Milwaukee railroad trains at Sixty-third street and Dorchester avenue, in Chicago, which trains carried them directly to the gate of St. Mary's of the Lake, at Mundelein where the Eucharistic procession, climaxing the congress, was held.

ONLY SAW THE ROAD

Ned: "Where did you tour on your vacation?"

Ted: "Gosh! I don't know! I was driving the car!"

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th Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. AUGUST, 1926 No. 10

Re-electrification of South Shore Line Completed; Operate Steel Cars

RE-ELECTRIFICATION of the South Shore Line has been completed. Operation of the new steel passenger cars through from South Bend to Kensington over the line marks the completion of the re-electrification program.

It is expected that very shortly trains will be operated electrically from Kensington to Randolph street, Chicago, thereby marking the beginning of a new era in South Shore Line Service.

Shortly after the inauguration of through electrified service from downtown South Bend to downtown Chicago new schedules with reduced running time and increased service will be instituted by the railroad.

Under the new operating conditions South Shore Line train crews will remain in charge of the trains from one terminal to the other.

Rehabilitation Work Continues

Although the re-electrification of the South Shore Line has been completed the rehabilitation program is being continued. Improvements are being made in the track, thousands of new ties are being laid, new sidings are being constructed and several carloads of new ballast is being used on the main line daily.

All twenty-five of the new steel passenger cars have been delivered by the Pullman Car and Manufacturing Corporation, builders of the equipment, and it was expected that the two dining cars and the two parlor observation cars would be delivered by October 1.

New Electric Locomotives in Service

The four electric locomotives which were delivered last month by the Westinghouse Electric and Manufacturing Company, were also placed in operation in the freight service of the South Shore Line with the completion of the re-electrification program.

These locomotives are high powered and will amply care for the rapidly increasing freight service of the line. They are of the latest type and design, the mechanical parts having been built by the Baldwin Locomotive works.

The South Shore Line is the only railroad in the state operated electrically which has carried on a complete rehabilitation program. The work began a year ago when the company came under the present management. Already more than $3,000,000 have been spent on the improvements necessary to bring the roadbed, rolling stock, stations and other branches of the railroad up to a standard which will place it on an equal with any electrically operated railroad in the United States.

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RAIL AND MOTOR PROVIDE IDEAL TRAVEL CONDITIONS

Supplying service to vacationists and summer pleasure seekers of Chicago is one of the important functions of the South Shore Line.

One of the convenient features of its service is the connection between South Shore Line trains and Parlor motor coaches serving the popular summer resort region or the east shore of Lake Michigan. It has been estimated that a greater portion of Chicago residents spent at least part of their vacation in Michigan that in any other place.

Comfortable and commodious motor coaches of the latest design meet all South Shore Line limited trains at Michigan City, making regular trips through the Michigan resort country as far north as St. Joseph and Benton Harbor. The round trip from Michigan City to Benton Harbor is only $2.25 with a 21-day return limit.

This combination service provides a most attractive form of travel. By means of the fast South Shore Line trains the traffic congestion on the highways between Chicago and Michigan City is avoided and in the Shore Line company's motor coaches a most pleasing trip through the lake shore country over smooth concrete highways is afforded.

Other motor coach connections can be made at Gary for Northern Indiana vacation points.

Full information on motor coaches for special parties and regular routes can be obtained from the South Shore Line traffic department, 79 West Monroe St., Chicago, telephone Randolph 6226.

COMPANY REPRESENTATIVE AT RANDOLPH ST. STATION

A special service for South Shore Line patrons is now available at the Randolph street Illinois Central suburban station. With the inauguration of through service over the Illinois Central the South Shore Line established an office in the station for the aid of users of the railroad. Any one desiring information of any sort may call at this office, which is on the second floor of the building, and their wants will be taken care of immediately.

THEY'RE BITIN' NOW

Blue gills, bass and perch are being taken from Hudson Lake by the anglers in that vicinity in goodly numbers. A party of fishermen brought in 32 bass recently in one day and the others are biting in similar numbers. Followers of Isaac Walton please take notice.

CHARLES H. JONES IS MADE GENERAL MANAGER OF LINE

Charles H. Jones, formerly electrical engineer of the Chicago North Shore and Milwaukee railroad and the Chicago Rapid Transit Company, the "L" lines, was appointed general manager of the Chicago South Shore and South Bend Railroad, July 15.

Mr. Jones spent many years in the electrical engineering of high speed electrically operated railroads and in operating practices of these lines. He has been in charge of the re-electrification of the South Shore Line, which was recently successfully completed. Coincident with his appointment came the removal of the operating departments of the railroad from Gary to Michigan City.

These departments were moved to Gary when the rehabilitation program was started because of insufficient space at Michigan City. An addition will soon be built to the Michigan City offices. The auditing department of the railroad will remain at Gary for the time being.

"DUNESIDE INN" NEAR SOUTH SHORE STATION AT TREMONT

A number of inquiries have been received by the South Shore Line concerning hotel accommodations at the Dunes. The "Duneside Inn" has been brought to the company's attention as a good place to stay for a week-end or a week, as it is in close proximity to the Tremont station and good meals and beds are furnished.

The Indiana State Department of Conservation, the department having the Dunes in charge, has written an informal letter attesting the hospitality of "Duneside Inn", signed by C. G. Sauers, assistant to the director of conservation.

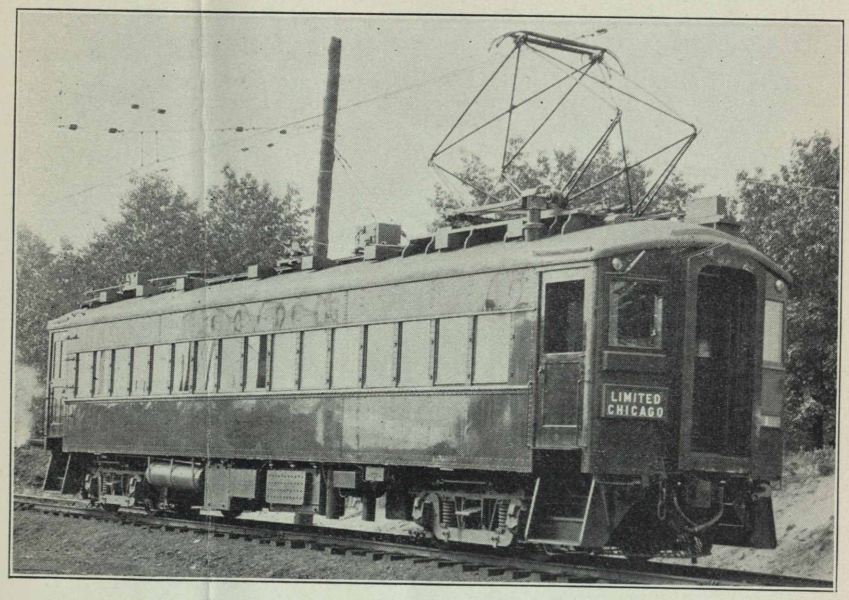
The hotel is owned and operated by Mr. and Mrs. Ralph Swisher, on the American plan, with rates at $2.50 and $3 per day. Information and reservations can be made by writing them at Chesterton, Ind., Route 2. The South Shore Line agent at Tremont will direct Dunes visitors to the hotel, in case they do not wish to "rough it" and spend the night under a tent in the Dunes.

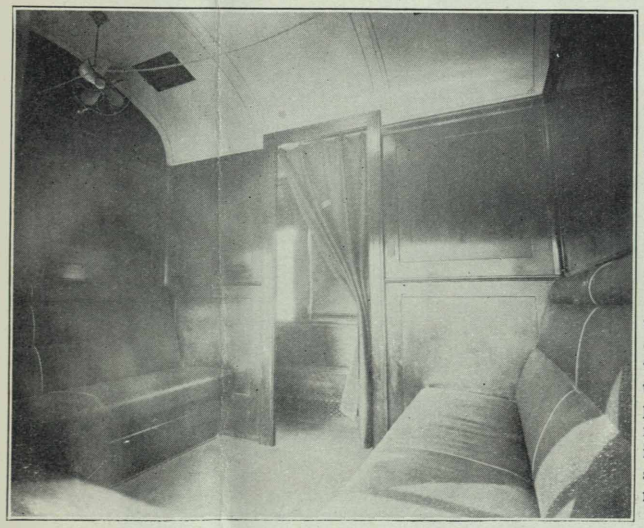
BALDHEADED ROW

Little Girl (in theater): "Mother, when do the Indians come in?"

Mother: "Why, there are no Indians in this show."

"Well then, who scalped all the men in the front row?"





Above is shown a view of one of the new South Shore Line steel motor passenger cars which were recently placed in through electrical service between South Bend and Kensington. At the left is a view of the interior of the smoking compartment in one of the new cars. This compartment is patterned exactly after the smoking compartments of Pullman cars, and is an innovation in high speed electric railroad service.

LARGE PICNIC AT HUDSON LAKE

Arrangements are being made by the Sixth Ward Republican club for the annual Woodlawn Basket Picnic, which will be held this year at Hudson Lake. More than 2,000 persons are expected to attend. August 22 has been set as the date. Proceeds are used for the relief of needy charities in Woodlawn.

The South Shore Line will operate four special trains from the Sixty-third Street Illinois Central Station to carry the crowds to the picnic.

Graver Corporation Pioneer Tank Plant

One of the giant industries which have gained for the region at the southern end of Lake Michigan the name of "The Workshop of America" is the Graver Corporation at East Chicago, Ind. In fact this company is one of the pioneers of the territory having been established in Lima, Ohio, in 1857, and moving to East Chicago in 1888.

The late William Graver, founder of the company conceived the present type of steel tank fabrication and it was upon this idea that the company prospered from the beginning. The old-fashioned tanks were made of considerably heavier material than at present and tank makers at the time Mr. Graver marketed his new product scoffed at the departure from the mode of manufacture at that time.

At the present time the Graver Corporation makes not only tanks of every size, shape and description, from the smallest to tanks of 80,000 barrels capacity and weighing 300 tons and more as standard stock, but also oil refinery equipment, stacks, water softeners, filters, and purifying systems for swimming pools.

Building Roxana Tanks

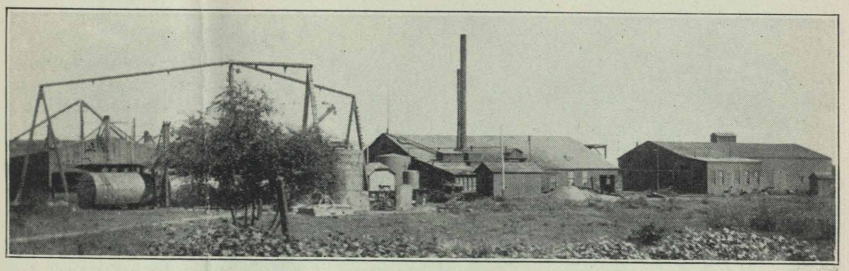
Ninety-nine out of a total of 112 oil refining tanks for the new Roxana Petroleum Company $6,000,000 plant now under construction at Hammond, Ind., are being built by the Graver Corporation. These tanks range in capacity from 5,000 to 80,000 barrels. The Graver Corporation makes a big majority of all other oil companies.

The Graver Corporation was chosen as one of a number of plants being visited by a representative of this publication for a descriptive article of their operation. The impression gained from the Graver Corporation was a surprising one. Instead of a shop-like plant where steel is hammered and bent and punched into the required shapes and sizes, we found all that, but in addition a form of scientific certainness in all operations, showing a possession in the plant of the greatest possible efficiency.

Tests of new processes in refining, welding, water softening are constantly being made and developed. Newest methods are used wherever possible in the production of the Graver products. And lastly and perhaps most important, the spirit of pride in workmanship and whole-hearted cooperation manifest by every employe was clearly apparent.

Steel Obtained Nearby

We had as our guide a member of the production department of the company. He first took us to the storage yards of the plant where large sheets of steel, varying in thickness from three-sixteenths to seven-eighths of an inch were stored in large piles. Overhead giant cranes were sorting and loading the sheets for delivery to the various machines and departments of the plant. This raw material is obtained from the various steel mills in the close vicinity of the Graver company, reducing freight costs as well as storage charges.



This photograph shows the Graver plant as it appeared in 1890. An idea of the rapid growth of the Graver Corporation can be obtained by comparing this view with the plant as it appears today at the bottom of the page.

The forging and machine shops where the tools used in the manufacturing operations of the company are repaired were next visited. Following these we were shown the machines which prepare the Zeolite mineral used in Zeolite water softeners, for homes, laundries, hotels and clubs. It is mined in New Jersey and its action on the hardest water softens it completely.

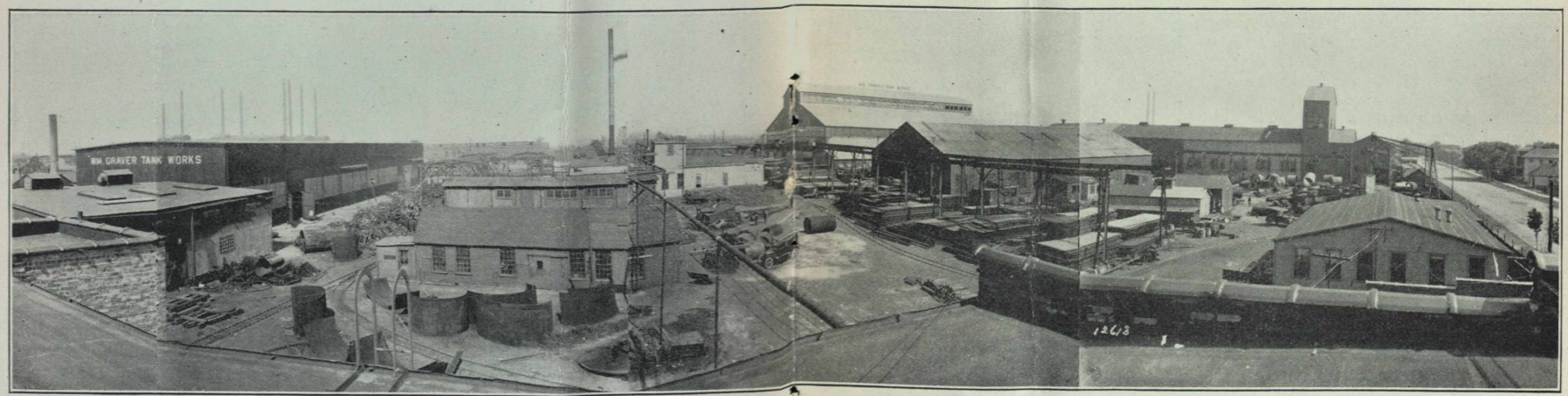
These softeners are shipped to every part of the United States and to many foreign countries. A hotel in the Bahamas was a recent softener customer of the Graver company. Many are in use in the western suburbs of Chicago and in other cities where the water supply is of a marked degree of hardness.

Make Oil Refiners

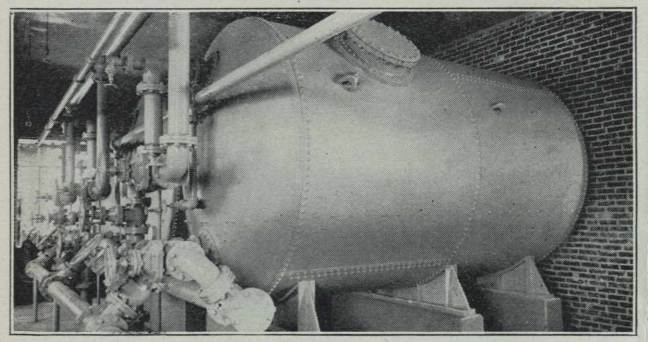
Two of the important appliances made by the Graver Corporation are the Jenkins Process for "cracking" oil, the term used for the breaking up of heavy "topped" oil into lubricating oil and gasoline and the Schultz vacuum process for the manufacture of high grade lubricating oil.

The importance of this branch of the company's production is shown by the fact that recent deliveries of these two processes have been made to Japan oil companies. A branch of the Graver company in Tulsa, Oklahoma, cares for the needs of the oil companies in the production field.

From 300 pounds pressure to as complete a vacuum as can be produced is used in these processes, creating a problem in the manufacturing of the equipment of keeping all seams tight. In the head of a steel reboiler 5 or 6 feet in diameter, between 1,700 and 1,800 brass tubes twenty feet long, are built by the Graver workmen for use with the "crack-



This is a general view of the plant of the Graver Corporation, at East Chicago, Indiana. The Sinclair Oil Refinery at East Chicago, when building their plant, purchased the entire factory's steel plate equipment from the Graver Corporation.



Graver water filters are used in many municipalities as well as large industrial plants. The above photograph shows three large filters used for the city's water supply at Superior, Nebraska.

ing" stills. The necessity for exactness in this type of work can readily be seen.

Two units of the Jenkins Cracking Process are being installed in the new Bartels-Maguire refinery at East Chicago. The Schultz Vacuum process was developed at the plant of the Red River Refining Company, at Burnham, Illinois, another "Workshop of America" industry.

Make Any Type Tank

The adoption of the Graver facilities to any branch of tank making was shown in another type of oil process tank in which the oil in the tank is subjected to a high vacuum instead of great pressure. In this tank the stress on the sides comes from the exterior and large tubular braces are placed in the interior to guard against its collapse.

In the stamping and shaping departments of the Graver plant the precision necessary for successful fabrication of the tanks is demonstrated by the large punching and shaping machines. In one piece of steel, a disc 10 feet in diameter, 264 holes, one and one-half inches between centers, must be punched around the rim for riveting. The skill and precision of the machines and workmen doing this work are wonderful to observe. Great pieces of steel would be rendered worthless should these holes be off a fraction of an inch. This is made more pointed by the fact that the parts of the tanks are shipped hundreds of miles and erected on the site of the tank without a mistake.

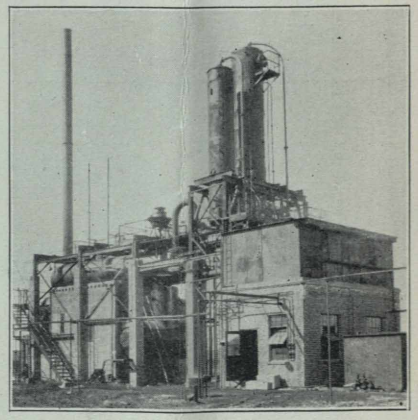
The great rooms where the largest of the Graver tanks are assembled, riveted and welded are probably the most impressive of the Graver operations. The almost deafening clatter of the air hammers, the hugeness of the tanks and the flickering, blinding light of the welding torches create a rather spectacular impression on the visitor.

Have Machine Riveters

Men are all about the tanks, on the interiors, with the fumes and the light of their torches visible through the rivet holes, on the tops and sides and on their backs beneath.

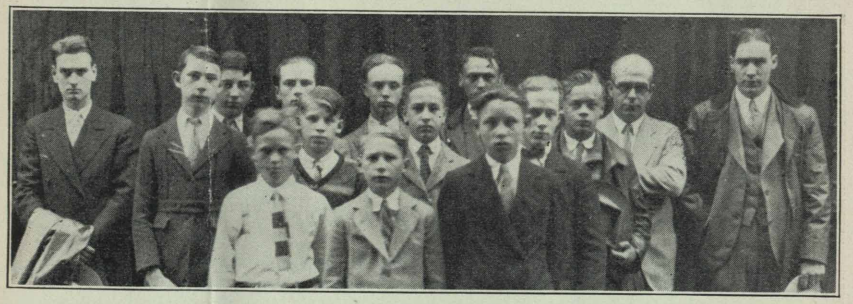
One giant "bull riveter", used in sealing the larger tanks reaches nearly to a roof 100 feet high. In front of it a tank, equally as high, is prepared for the machine.

The Graver tanks are all tested as to the tightness of their seams before leaving the factory. Various schemes are used for sealing the seams, varying according to the specifications of the users and the needs of the tank. Some are merely riveted, others are welded; others are riveted and welded on the exterior



About one year ago the Graver Corporation began building specialized refinery equipment known as the Jenkins Cracking process for transforming heavier oils into gasoline. This photograph shows an installation of this equipment in the Mid-Continent oil field.

Newsboys See Babe Ruth



AS a special treat a group of newsboys who won in a campaign conducted by the South Bend Tribune were taken on a trip to Chicago on the South Shore Line and witnessed a baseball game at the White Sox Park between the Yankees and the Sox as the guests of Charles A. Comiskey. "Babe" Ruth performed for their benefit. At Chicago, previous to the ball game, they were given a 40-mile ride over boulevards in Shore Line Motor Coach Company coaches, with a short stop at the Zoo in Lincoln Park. The boys led their respective divisions in subscriptions to the Tribune. They are, as shown in the picture: Leland Paul and Arthur Anderson, Buchanan, Mich.; Frank Hornung and Homer Blume, of Mishawaka; Robert Yoder, Raymond Whitinger, Arthur Robinson, Russell Malcour, Frederick Malling, Harry Dorn, and Earl Moats, of South Bend.

and the tightest are riveted, and welded both on the exterior and on the interior, making two holes necessary in the seam before a leak results. This latter sealing method is one of the exclusive features of Graver tanks and has become remarkably popular among tank users.

Calk Tank Seams

A calking process in the sealing of the tanks was one of the interesting features of the assembly room. Following the riveting of the tanks an air driven tool with a fairly sharp edge is run around the edge of the steel at the seam, pushing the edge back and tightening the seam. The edges of the steel sheets are previously beveled in order that the thin edge may be beaten under by the calking hammer.

The sputtering, blinding blue flame of the electric arc welding outfit is in much evidence in the assembling room. Masked welders add picturesqueness to the noisy rooms, leaving a trail of white, which quickly changes to red and then disappears, behind their welding tools.

Spray Paint on Tanks

The last process in the tank production is the painting. This is done in a large yard and the paint is sprayed onto the steel with air brushes. In a storage yard adjacent to the painting yard are kept many of the finished tanks, ready for immediate delivery if necessary.

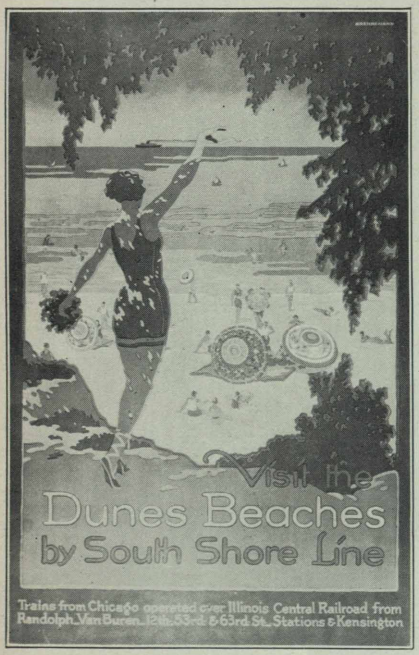
The engineering department of the Graver company is one of the best of its kind. Plans and working drawings for swimming pools, railroad and steam heating plant filters, oil refineries and other industries which the Graver products may be used are prepared in this department.

Money In Junk

An interesting feature of the Graver business is the salvage program. At every machine large buckets and bins are supplied for the collection of scrap steel. The company realizes several thousand dollars a year from this scrap metal, which is sold to the steel mills where it is re-smelted.

Four sons of William Graver, founder of the company, have succeeded him in its management. They are J. P. Graver, president; P. S. Graver, vice president; W. F. Graver, treasurer and comptroller; and H. S. Graver, secretary. K. W. Bartlett is general manager of the company.

AUGUST POSTER



Charm of the Dunes state park, which combines the finest stretches of beach in the central United States with enhancing woodlands, is represented in the lithograph poster which is being used during August by the South Shore Line.

A vista of the beach through the bordering trees is reproduced in the poster, with the sparkling lake in the background. At the edge of the woods is a girl ready for a dip in the cool waters, greeting friends on the sands with a wave of her hand.

August is one of the most popular months for Dunes visits. The summer flowers of the woods, combined with their attractive coolness and sites for picnic dinners, vie with Lake Michigan for providing holiday pleasures.

Otto Brennemann, famous poster artist, designed the August poster. His clever handling of the mottled shadows of the woodlands and the sunny sands of the beach reflect his artistic ability. The posters appear at all stations of the South Shore Line and on all station platforms of the Chicago Rapid Transit Company, in Chicago, graphically telling the story of the Dunes glories to Chicagoans.

ELKS PRAISE SERVICE ON SPECIAL CONVENTION TRIP

More than 200 members of the Elks lodge at Michigan City were taken to the annual convention of that order in Chicago last month on a special South Shore Line train. Four special motor coaches, which were arranged for by the South Shore Line traffic department took the Elks and their ladies to the dedicatory ceremonies and to a ball room and cafe in the evening, later taking them to the Randolph Street, Illinois Central suburban station where they boarded their special for home.

The following letter has been received by Charles W. Chase, vice president, complimenting the railroad on the service performed and thanking those in charge for their courtesy:

On behalf of Michigan City Lodge No. 432, B. P. O. Elks, I want to express to you our sincere thanks for the very excellent manner in which you transported us to and from Chicago on Thursday, July 15.

The courtesies extended to us by your employes and the motor coach service in addition to regular transportation, could not have been equalled, and we especially thank you for having Mr. Jamieson with our party to see that no detail was overlooked that would give us greater service.

Mr. Jamieson surely saw that 10 per cent comfort and service was rendered to every member of our party.

Again assuring you that we greatly appreciate all of the fine service that your road rendered us on this occassion, and assuring you that every member of our party appreciated what you did, we remain,

Very truly yours,
Elmer Blomquist,
Exalted Ruler.

The Michigan City Elks experienced a generous sample of the kind of service which the South Shore Line is now able to render with the many improvements recently made now in use. The company, and its employes, believes that any courtesy extended patrons of the line is to be in the future an integral part of South Shore Line service.

South Shore Line trains no longer stop at 43rd Street in Chicago, this stop having been eliminated since the Illinois Central electrified its suburban service.

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th Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. SEPTEMBER, 1926 No. 11

New Commutation Rates In Effect

THROUGH commutation ticket rates between points on the South Shore Line and downtown Chicago became effective on Thursday, September 16. New tariffs filed with the Interstate Commerce commission by the South Shore Line now make it possible for you to travel between any point on the South Shore and downtown Chicago on a single ticket.

SOUTH SHORE LINE FREIGHT TRAINS RUN ON SCHEDULE

Freight service on the South Shore Line is proving one of the fastest growing branches of the company's business. Fast overnight service, punctuality of deliveries and convenience of Chicago receiving stations are among the features of this service which have made it popular with shippers in the territory served by the railroad.

In carrying out overnight service South Shore Line trains leave Kensington in the evening with their loads and are due to arrive at South Bend at 6 a. m. the following morning, after delivering freight to the other ties along the line. Arrival of these trains at the South Bend freight terminal on time the following morning is an important step in this service, as firms in that city have their trucks at the station bright and early to receive expected shipments.

During August a check on the arriving time of the morning freight train at South Bend shows that in every instance except three during that month the train arrived before 6 a. m. On two of these occasions the train was less than thirty minutes late.

Chicago receiving stations of the South Shore Line are located at convenient points on the south and west sides of the city. Freight delivered at these stations before late afternoon are ready for pickup at stations on the South Shore Line early the following morning.

CHANGE IN SCHEDULE

With the end of daylight saving on Sunday, Sept. 26, a new South Shore Line schedule becomes effective. Information may be secured from local ticket agents.

Included in these new tariffs are ten and twenty-five ride bearer tickets good any time within one year from date of sale and fifty-four ride individual monthly tickets between certain points on the South Shore Line and Chicago stations. Five hundred and 1,000 mile mileage books, good between any point on the South Shore Line and Chicago stations, are also available.

Passengers Save Money

Institution of these new forms of tickets, which will enable passengers to effect substantial saving over the regular one-way tickets, follows the beginning of electrical operation of South Shore Line trains to downtown Chicago.

Through an operating agreement with the Illinois Central railroad, over whose tracks South Shore Line trains run to Randolph street at Michigan avenue, tickets now are sold between Randolph and Van Buren streets, Roosevelt Road, Fifty-third and Sixty-third street stations and points on the South Shore. Double coupon tickets are used no longer and South Shore train crews are in charge of the trains to and from the Randolph street terminal.

On page 2 of this number of South Shore Lines will be found the rates for the ten, twenty-five and fifty-four ride commutation tickets.

The ten ride bearer books are provided in the new tariffs for the occasional rider. For the rider who uses the South Shore Line more often the twenty-five ride books are provided, giving him a lower rate of fare because he is a more frequent user.

Provide Individual Tickets

Twenty-five ride individual tickets are sold between Kensington and Burnham, Calumet, Cudahy, East Chicago, Ford City, Hammond and Hegewisch; Ford City and Calumet, Cudahy, East Chicago, Gary and Hammond;

and between Hegewisch and Calumet, Cudahy, East Chicago, Gary and Hammond. These tickets are good for one month from date of sale and only when used by the purchaser.

Twenty-five ride family commutation tickets are good for six months from date of sale when used by persons whose names are written on the book, who are members of the purchaser's family. They are sold between Chicago stations and East Chicago, Ford City, Gary, Hammond, and Hegewisch.

Fifty-four ride monthly commutation tickets are non-transferable and provide the lowest fare offered in the new tariffs. They are for daily users of the railroad and are good for a calendar month only.

Sell Monthly Tickets

Monthly commutation tickets are sold between Chicago stations and Calumet, East Chicago, Ford City, Gary, Hammond, Hegewisch, Miller, Tremont and Wilson. Also between Kensington and Burnham, Calumet, Cudahy, East Chicago, Ford City, Hammond and Hegewisch; between Ford City and Calumet, Cudahy, East Chicago, Gary and Hammond; and between Hegewisch and Calumet, Cudahy, East Chicago, Gary and Hammond.

Mileage books are provided for frequent users of the line who travel to many different stations. A book of 500 miles may be obtained for $12.50 and of 1,000 miles for $22.50. They are good for one year from date of sale by bearer.

The new fares present the idea of modern merchandising applied to transportation. The management of the company has established them in the belief that more or less regular patrons of the line are entitled to lower fares in proportion to the number of times they use it each month. It is believed that every class of rider is cared for in the new tariff.

IMPROVE YARDS

In order that the new equipment of the South Shore Line might be accommodated it has been necessary to rebuild the yards of the railroad at Michigan City and at South Bend. In this work, which is now complete, new overhead was constructed, new rails laid and pits for working under the cars installed.

EMPLOY NEW TRAINMEN

Increases in the number of trains on the South Shore Line made necessary the recruiting of additional trainmen for their operation. A great majority of these men came to the company from steam railroads entering Chicago. Several have long service records on steam lines.

Commutation Rates

Following are the new rates for commutation tickets between the Chicago stations and stations named:

Ten Ride Bearer Tickets

Between Chicago	Randolph St. Van Buren St. Roosevelt Rd.	53rd and 63rd Sts.
Baileytown	$ 8.58	$7.30
Calumet	4.18	3.06
East Chicago	4.01	3.30
Ford City	3.15	2.32
Gary	5.41	4.90
Hammond	3.66	2.90
Hegewisch	3.33	2.52
Michigan City	11.14	9.86
Miller	6.94	5.66
Port Chester	9.14	7.86
Tremont	9.36	8.08
Wickliffe	7.78	6.50
Wilson	8.10	6.82

Twenty-Five Ride Bearer Tickets

Between Chicago	Randolph St. Van Buren St. Roosevelt Rd.	53rd and 63rd Sts.
Baileytown	$18.77	$15.97
Calumet	9.56	7.66
East Chicago	9.16	7.22
Ford City	7.20	5.03
Gary	12.36	10.72
Hammond	8.36	6.34
Hegewisch	7.60	5.95
Hudson Lake	46.62	42.63
Michigan City	24.37	21.57
Miller	13.88	12.38
New Carlisle	47.56	43.56
Port Chester	19.99	17.19
South Bend	56.13	52.12
Tremont	18.72	17.68
Wickliffe	17.02	14.22
Wilson	16.20	14.92

Fifty-Four Ride Individual Monthly Tickets

Between Chicago	Randolph St. Van Buren St. Roosevelt Rd.	53rd and 63rd Sts.
Calumet	$12.91	$ 9.45
East Chicago	12.37	8.91
Ford City	9.72	6.21
Gary	16.69	13.23
Hammond	11.29	7.83
Hegewisch	10.26	7.14
Michigan City	38.73	35.31
Miller	18.74	15.28
Tremont	25.27	21.82
Wilson	21.87	18.41

New Motor Coach Service Inaugurated

NEW and improved motor coach service between downtown Chicago and St. Joseph, Benton Harbor and Grand Rapids was inaugurated August 29 by the Shore Line Motor Coach Company, which is owned in part by the South Shore Line.

In the new service motor coaches operate from the Chicago North Shore and Milwaukee passenger station at 209 S. Wabash Avenue, near Adams Street, every two hours from 7 a.m. to 7 p.m., central standard time. One coach runs each way daily between Grand Rapids and Chicago. These coaches leave Chicago at 9 a.m. and Grand Rapids at 8 a.m.

Seats Reserved

Exclusive features of this new motor coach service to Benton Harbor and Grand Rapids are the reservation of seats and the option of riding on the South Shore Line between Michigan City and Chicago, thereby saving one hour, in either direction. Motor coach tickets carry a coupon on which passengers are assigned specific seats, the same as in railroad Pullman coaches. These reservations may also be made in advance.

New parlor car type Fageol safety coaches of the latest design are used in the new motor coach service. The motor coach trip over the paved highways of western Michigan at this season of the year is particularly attractive and interesting.

Connect With Trains

All north and west bound coaches connect with South Shore Line trains at the Michigan City passenger station of the railroad. Special rates are provided for persons buying round trip tickets on the coaches. Stops in Chicago made by the new coaches are: Auditorium Hotel, Chicago Beach Hotel, Windermere Hotel and Sixty-third Street and Stony Island Avenue.

A New South Shore Line Motor Coach on the Highway Near St. Joseph.

Hourly Service Proves Popular

FASTER running time, more frequent service and through electrical operation to downtown Chicago were three great improvements made simultaneously by the South Shore Line on August 29. They mark a new era in high speed electrically operated railroad service in the territory served by the company. The new service is proving popular with patrons of the railroad and business is growing.

Under the new schedule the running time was cut twenty minutes between Chicago and South Bend, the time now being two hours and thirty minutes.

The time between Chicago and other cities is as follows: Chicago to Hammond, 37 minutes; to East Chicago, 42 minutes; to Gary, 57 minutes; and to Michigan City, 1 hour and 35 minutes.

Operate Every Hour

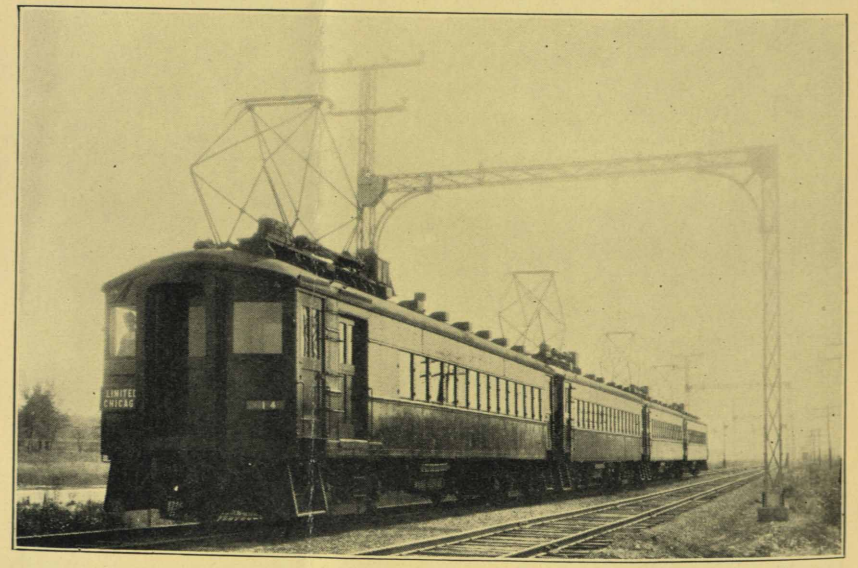
Trains making this fast time now operate every hour out of Chicago and every hour out of South Bend. They leave on the hour, making the schedule a convenient one to remember—"Your Watch is Your Time Card".

Through electrical operation to downtown Chicago was made possible by the electrification of the Illinois Central Railroad, and the entire re-electrification of the South Shore Line from South Bend to Kensington.

Use Steel Cars

It is the policy of the South Shore Line to place the railroad on a basis of equality with any railroad in the United States.

The new steel motor passenger cars are being used in the through electrical service. The cars have proven very popular with patrons because of the many improvements which go toward making riding more comfortable. The cars can attain a speed of more than seventy miles an hour.



One of the new steel four-car trains of the South Shore line. Compared with the first car operated over the line on the opposite page this photograph provides an interesting contrast.

Interesting Contrast

An interesting study in contrast is provided in the comparison of this picture of the first car operated over the South Shore Line more than 18 years ago, with the photograph of one of the new steel motor passenger trains on the page opposite.

This photograph was taken near Michigan City as preparations were being made to operate the car to South Bend. The date was June 30, 1908. Across the car, above the windows appear the names of the towns served: Chicago, Hammond, Gary, Michigan City and South Bend. Motorman George Helm, motorman on the car is shown leaning against the doorstep while at his right is Conductor R. J. Taylor.

Both Motorman Helm and Conductor Taylor are with the company today, working together, a remarkable record. The derby hats and other dress of the day on Michigan City residents assembled on the occasion are interesting to note. This car was still in service until superseded by the inauguration of the new cars during July. The photograph was loaned by Motorman Helm who prizes it highly as a keepsake.

MICHIGAN CITY HAS HIGH GRADE FINE ARTS SCHOOL

Michigan City is fortunate in having one of the best schools for training in arts of any city of its size in northern Indiana. It is the Michigan City School of Fine Arts and is under the direction of Sara Sherman Maxon.

Among the courses offered at this school are voice, piano, violin and dramatic art. By special arrangement work in designing, dancing, languages, painting and psychology can also be obtained.

Mrs. Maxon is in charge of the vocal department of the school. She has had years of training in New York under eminent teachers and has had a marked degree of success as a teacher. Mrs. Maxon will train students for the stage, concert or oratorio work.

Football Again Comes to Fore as Sport

FOOTBALL, king of fall sports, is now entering its annual spot in the limelight. Interest in the game, as shown by advance ticket sales at the various universities, promises to surpass that of last year, which was the greatest year in history.

Chicago this year is to be host to one of the biggest games of the season, the annual conflict between teams from the United States Military Academy at West Point and the United States Naval Academy at Annapolis. Combined with this great gridiron struggle will be the spectacle of the entire regiments of cadets and midshipmen, a sight never before seen in the middle west.

The University of Chicago and Northwestern University have made extensive preparations for the 1926 football season. Each school has enlarged its stadium by many thousands of seats, permitting a greater number of persons to attend the games. Both teams have excellent prospects for a successful season with many old stars returning and new men of promise to fill the gaps caused by graduation.

At Notre Dame, where Knute Rockne has developed some of the greatest players and teams in gridiron history, one of the hardest schedules of the school's history is to be played. Cartier field will be the scene of five of these struggles for pigskin supremacy and a sixth will be played at Evanston against the Northwestern team.

The home schedule of the Notre Dame team is as follows:

Team	Date
Beloit	October 2
Penn State	October 16
Georgia Tech	October 30
Indiana	November 6
Drake	November 20

The University of Chicago will play six games on remodeled Stagg field. They are:

Team	Date
Florida	October 2
Maryland	October 9
Purdue	October 23
Ohio	October 30
Illinois	November 6
Wisconsin	November 20

The Purple, under the tutelage of Coach Glenn Thistlewaite, will play the following teams in their new stadium:

Team	Date
South Dakota	October 20
Carleton	October 9
Indiana	October 16
Notre Dame	October 23
Purdue	November 6
Chicago	November 13

The Army-Navy game, climax of the season for followers of those two teams, will take place in Soldiers Field, the stadium in Grant Park, on November 27.

South Shore Line trains stop at Roosevelt road station, near the entrance to Soldiers Field, providing a most convenient means of reaching the scene of the game.

Stagg Field, at the University of Chicago, where the Maroons are at home, can be reached by leaving South Shore Line trains at the Fifty-third street station. The field and the University are a short walk from this station.

In order to reach Northwestern stadium at Evanston, South Shore Line passengers may transfer to the North Side elevated trains which go direct to the field, either at Sixty-third street station of the South Shore Line or at Randolph street and Michigan avenue, the "L" being one block west from the latter station.

High speed, electrically operated South Shore Line trains will carry Chicagoans, and others who wish to attend the Notre Dame games at South Bend, direct to that city from downtown Chicago. The South Bend station of the South Shore Line is convenient to transportation to Cartier field.

SIGNALS REBUILT

The entire signal system of the South Shore Line has been rebuilt and new signals and wiring installed wherever it was found necessary. The railroad is protected in its entirety by automatic block signals. Crews are kept constantly at work inspecting the signals.

CONTINUE REHABILITATION

Already plans are being laid for construction work on the South Shore Line during 1927 in continuation of the rehabilitation program of the railroad. Preliminary estimates call for an expenditure of more than $1,100,000.

Young Husband: "Dear, what was that white powder you dropped into the fire?"

Young Wife: 'That was baking powder, stupid. I'm ready to put the cake into the oven now."

INTEREST IN IMPROVEMENT BY COMPANY WIDESPREAD

Widespread comment in the daily press and in other periodicals resulted from the announcement of the recent improvements in operation on the South Shore Line.

Newspapers in the territory served by the railroad and in neighboring towns printed news stories and commented editorially on the value of the new service to the territory and its residents.

Among the magazines which carried articles about the railroad was the "Greater Chicago Magazine," which commented in part as follows:

"The metamorphosis of this line—The Chicago South Shore and South Bend Railroad—has been unusually rapid. Slightly more than a year ago it was in a bankrupt condition. At that time control of the line was acquired by the Midland Utilities Company, and shortly thereafter an extensive program of rehabilitation launched. Every branch of the railroad's operation was to be changed.

"Through electric service began August 29 and has proved to be a great improvement, providing greater speed and eliminating the dirt and cinders of steam operation. In order to make the change the South Shore Line was completely re-electrified, with eight new electric substations, which automatically provide an adequate power flow for the high speed trains, new trolley wire and improvements in trolley suspension."

"Hoosier Realtor," official organ of the Indiana Real Estate Association, another of the magazines commenting on the new service, stated in part as follows:

"It has truthfully been said that good transportation improves property values. Therefore the cities served by the South Shore Line may consider themselves unusually fortunate because of the splendid transportation facilities afforded them by this electrically operated railroad with decreased running time and increased number of trains.

"The rapid change of the South Shore Line from a bankrupt interurban line twelve months ago, to its present efficient high speed condition, is the more marked because of the contrast. Since the present management acquired the line it has made rapid strides ahead."

Mrs. Eichenlaub—"You seem fond of going to the movies lately. What's the reason?"

Louis—"It's such a relief, dear, to see women opening their mouths without hearing them!"

MICHIGAN CITY HAS LARGE MEMORIAL FOREST PRESERVE

By Mary McVeigh

Michigan City has a memorial to the fallen patriots of the recent World War which is proving an inspiration to its citizens, and a pleasure to the large number of visitors the lake city attracts and entertains. The memorial is a Forest Preserve of eighty beautiful acres, a gift of the Honorable Martin T. Krueger, ex-mayor.

For accessibility the property is remarkably located, being only a mile and a half from the center of the city, within three blocks of the South Shore Line, between two improved highways connected by Liberty Trail, the park's own boundary, and convenient to local street car service. And yet it is a real forest of 80 broad, rolling acres.

It is covered with a growth of white pine, red, white and yellow oaks, maple, sycamore, poplar, cherry, elm, dogwood and witch hazel, with a mass of sprawling wild grape vines, and a wilderness of ferns and flowers, such as only the sand dunes grow.

Cinder paths wind around under the trees, make tramping easy, although the dense shade and tangled shrubbery on either side present a jungle picture. Natural beauty is always abundant regardless of time or season. The area possesses historic interest also, indicated by suitably inscribed markers.

A log Community House has been constructed which is very attractive in appearance, generous in size, with long galleries and a large assembly hall, dining room and modern kitchen. It also contains comfortable living quraters for the caretaker of the premises.

The public is invited to use the park, and it is the scene of many picnics, outdoor family reunions, dancing parties, and weddings. Yes, "here comes the bride", has been heard many times in the Community House.

The park is under the management of a Board of Commissioners, George P. Rogers, Miss Helen Southgate, and Martin T. Krueger, who serve without salary, and devote much time, thought, and effort to protecting the scenic beauty of the park, and in promoting such changes as may add to the pleasure, convenience, and comfort of the public.

ANY BARBER SHOP

Barber—How do you like this soap, sir?

Customer—It tastes fine. You must have lunch with me some day.

SEPTEMBER POSTER

One of the most interesting posters of the series being used by the South Shore Line on elevated railroad stations in Chicago and at South Shore Line stations, is being used during September.

In blending shades of red and blue the poster depicts the thriving industrial activity of the district in northern Indiana, known as "The Workshop of America", served by the South Shore Line.

In the foreground a group of factories and mills is shown, their lights and smoking stacks representing great activity. A river winds through the center of the picture, on which are barges and ore boats.

At the top of the poster, appearing in the smoke haze of the chimneys, are two giant workmen emblematic of the district's industry. A white hot slab of metal is being forged into shape by the workmen, who stand in front of a blazing furnace.

Otto Brennemann, famous poster artist, prepared the design from which the poster was made. Mr. Brennemann's foreign training adapts him to execution of industrial design.

PASTOR LAUDS COURTESY, NEW EQUIPMENT, IN LETTER

The following letter received by Thomas G. Hamilton, assistant general manager of the South Shore Line, demonstrates that the company's new equipment and courteous employes are making new friends.

I find myself obliged to report one of your conductors on the South Shore Line.

This was the circumstance. Yesterday, August 6, I rode from South Bend to Gary on the train leaving the former city at 1 p. m. Hardly had I taken my seat when I began to suspect that the conductor was different from other conductors I have met.

I have traveled east and west, north and south, and had never before yesterday seen a conductor do other than punch tickets and answer questions. But this conductor—I am sorry I did not learn his name or get his number—this conductor showed an interest in the comfort of his passengers.

He turned on the fan; for the day was hot; and then without being asked, came along the aisle with his window lifter in hand and raised the windows. You see why I was bound to report him. I thought you ought to know about it.

I thoroughly appreciated the fine equipment of the coach, from the comfortable seats with their clean removable covers to the most excellent drinking water facilities. I shall make the trip again and again.

Cordially yours,
Willard Crosby Lyon.

Rev. Lyon is minister of the First Congregational church, Gary, Ind. Conductor A. A. Landis is the man commended in his letter. Mr. Landis has since been promoted to trainmaster at the Randolph street terminal.

IMPORTANT CHANGE

South Shore Line trains now stop on the local side of the Van Buren Street station in Chicago. This change was made to get away from the congestion on the express and special train platforms of the station.

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Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 1. OCTOBER, 1926 No. 12

Autumn Beauty Holds Sway in Dunes

AUTUMN, when Nature comes forth in splendor unequalled in any other season of the year, is found in the height of its beauty in the Dunes.

In the Dunes woods, sand and water combine in offering some of the most beautiful scenery in the country. The scarlet of the sumac, maroon of the oaks, yellows and brown of the undergrowth are fused into a veritable riot of color with the cloudless blue sky of Fall for a background.

The deeper blue of the lake breaks into white as it laps the clean sands of the Dunes beaches. It is Nature's last stand against the not far distant time of the cold north wind, and the Snow King.

Many Dunes visitors make annual pilgrimages to the natural wilderness at this season. Others are becoming more and more fascinated by the beauties of this region since the high speed electrically operated service of the South Shore Line has made it so easily reached.

Special Week-End Fares

As an added inducement special week-end excursion fares are now in effect on the South Shore Line from South Bend and Chicago for hikers, nature lovers and picnic parties. A round trip from Chicago to Tremont, gateway to Indiana Dunes State Park, can be made for $2 and from South Bend for $1.75.

Tickets are on sale at Chicago stations Friday, Saturday and Sunday of each week and are good for the return trip three days from date of purchase. At South Bend they are on sale Saturday and Sunday and are good returning for two days from date of purchase.

To Enlarge Park

Good news for Dunes visitors was contained in a statement made recently by Richard Lieber, director of the state department of conservation, which has the State Dunes Park in charge. The state has acquired 2,000 acres of duneland and now plans on adding an additional 200 acres, to be purchased with gifts made to the state for this purpose.

Mr. Lieber's statement was made following a conference of state officials held in the Dunes territory. The additional land will be purchased east of the original park, as provided for in a state law passed in 1923, and will extend to Pine township, giving the park a shore line of three miles and making it one

MOTOR COACHES SERVE HAMMOND STATION NOW

A motor coach line which will bring the business district of Hammond closer to the South Shore Line station has been established for the accommodation of patrons of the railroad by the Calumet Motor Coach Company of that city.

The schedule of the coaches has been arranged by the coach company in such a way that all east and west bound trains are served with the coaches. The line operates on Hohman street, main business street of Hammond, from the South Shore Line station to the intersection of Kenwood street.

The first coach leaves the South Shore Line station for downtown Hammond at 5:44 a. m., the next at 6:38 a. m., and others thirty-eight minutes after each hour until 11:38 p. m., the last coach leaving at thirty-four minutes past midnight.

Returning, the coaches leave Hohman and Kenwood streets at 6:20 a. m., and then twenty minutes after every hour until 11:20 p. m., the last coach leaving for the station at seventeen minutes past midnight. Patrons boarding these coaches may be assured of ample time at the railroad station to catch their trains, no matter which direction they intend going.

In announcing the line John A. Norman, vice president and general manager of the coach company said that a need had been felt for it because of the rapidly increasing business of the railroad since the inauguration of through electrically operated service and hourly schedules.

"It will effect a closer connection between downtown Hammond and the railroad station," he said, "where heretofore the transportation facilities have been somewhat inadequate."

of the finest parks in the United States.

Improvements Planned

Practically all the small tracts provided for in the original purchase have been taken over by the state, Director Lieber said, the last which were acquired being one of two and one-half acres owned by the Whiting, Ind., boy scouts and another owned by a woman member of the Prairie Club.

Other plans are being made for the buildings which will be erected at the park center by the state, including a pier, a hotel, a bath house and other buildings to provide greater comfort for visitors. The actual site of this construction has not yet been announced by the state.

A visit to the Dunes during October or early November has a most exhilarating effect. The tang of the crisp Autumn air, the bright Fall sunshine and the gleaming sands dispel the cares of the workaday world and instill new life.

SPECIAL LOW FARES TO NOTRE DAME GAMES

Knute Rockne, coach of the Notre Dame football team, has this year added another winning team to his long list of successful gridiron elevens. Among the most important games of this year's schedule are to be played at South Bend, among them Penn State, October 16; Georgia Tech, October 30; Indiana, November 6 and Drake, November 20.

As a special inducement for persons attending these games a special fare will be in effect on each of the Saturdays noted from Chicago. A round trip leaving Chicago at 6, 7, 8, 9, 10, 11 a. m. and 12 noon and returning on any trains the same day will be sold for $3.65.

In addition the same rate for a round trip will be in effect for students and followers of the Notre Dame team in South Bend who wish to attend the Notre Dame-Northwestern game at Evanston on October 23.

Residents of the territory served by the South Shore Line will find its service convenient to all university football games in Chicago during the gridiron season. The Army-Navy game, service classic of the year, will be played in Soldiers Field, Grant Park, directly adjacent to the Roosevelt road station of the South Shore Line.

The West Point-Annapolis game will be played November 27, but on the day previous a giant parade and dedicatory services at the field are being arranged. This spectacle will rival the next day's struggle for pigskin supremacy, and will be free to the public.

Commutation Rates In Effect From Michigan City To Hammond and Gary

Commutation rates for 54 ride individual monthly tickets become effective between Michigan City and Gary and between Michigan City and Hammond on the South Shore Line October 14, under a tariff filed early this month with the Interstate Commerce Commission.

Rates for this new service, which is in addition to other commutation tariffs which recently went into effect on the railroad and which have proved very popular, will be $24.43 from Michigan City to Gary and $17.41 from Michigan City to Hammond. The monthly tickets go on sale the first of each month and are good only for the individual purchaser's use.

These rates make high speed electrically operated service available to daily users of the railroad between the points named at low cost. They are placed in effect in the interest of the daily users in the belief that they are entitled to a lower rate of fare than the occasional riders.

A large number of Michigan City residents work in the industrial plants in Gary and Hammond.

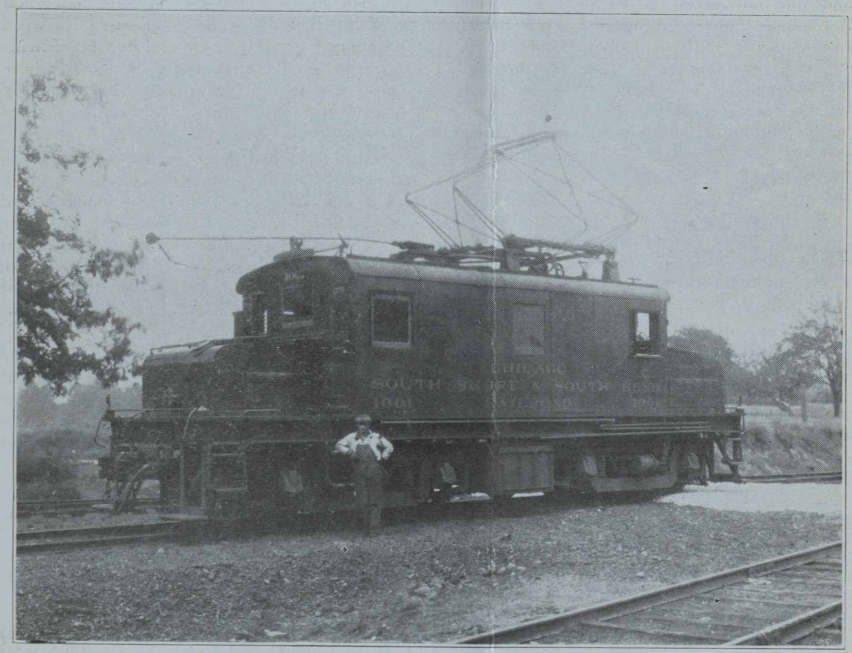
WILLIAM PETERSEN IS NEW TRAFFIC MANAGER

William Petersen was appointed traffic manager of the South Shore Line, October 7. Mr. Petersen was assistant general passenger agent of the railroad at the time of his promotion.

Starting in 1906 as relief telegraph operator on the Chicago and Alton railroad, Mr. Petersen has worked in various railroad capacities in the intervening period. In 1919 he was traveling freight and passenger agent for the Southern Pacific railroad and previously had charge of the traffic department of the Pullman Car and Manufacturing Corporation and for four years was in the auditing and ticket agent departments at the Chicago Union station.

Before entering the employ of the South Shore Line Mr. Petersen spent four years as general agent in the passenger department of the Chicago North Shore and Milwaukee Railroad. His many years of railroad experience speak well for his success in his new position as well as the service which the traffic department renders the public.

New Electric Freight Locomotive



Pictured above is one of the new eighty-ton South Shore Line freight locomotives now in service. Four of them are owned by the railroad for serving the many industries in the northern Indiana district with fast overnight freight service.

The freight business of the railroad has shown a remarkable growth within the past year due to the excellent service rendered, cooperation with shippers and careful handling which are all a part of the company's freight policy.

Through rates have recently been established with some steam railroads and others are being worked out. Private switching tracks have been built by the railroad for some of the industries new in the territory and others have been laid for some of the older plants.

Large freight receiving stations, many of which have recently been remodeled, have been one of the factors in helping to popularize the company's freight service. A new station is now under construction at Kensington to care for the freight business at that point.

The four freight locomotives were built for the South Shore Line by the Westinghouse Electric and Manufacturing Company, in coordination with the Baldwin Locomotive Works. They are capable of drawing a heavy load at comparatively fast speed. A good idea of their size can be gained by comparison with the man in the photograph.

TWILIGHT

The sun goes down in a web of gold,
As the curtains of lake-mist are slowly rolled:
Now the warm, enveloping shawl of night
Shelters the Dunes till the next daylight.

HUCK OF HIGHLAND PARK.

In Chicago Evening Post.

Teacher: If I had nine apples and eight children how would I make the apples go around?

Class (in chorus): Applesauce!

Hammond Has Large Gelatin Plant

ONE of the common facts about the great Chicago packing center is the oft repeated statement that "nothing is wasted but the squeal." This is coming more and more to be a fact with the advances being made in the application of science to manufacturing.

A noted example of the uses made of by-products of the meat producing center at Chicago is the manufacture of gelatin at the plant of the United Chemical and Organic Products Company at Hammond. Allied with this company is the Central Chemical Company of Calumet City, Ill.

In the United plant shin-bones from the packing plant—but only those which do not have the proper measurements which will permit the cutting of bone buttons—are made into the base of one of America's most popular desserts—gelatin. Gelatin is also used in many large baking companies as the basis of marshmallow, in cookies and in cooking in hotels and restaurants.

Cleanliness Rules at Plant

The United plant was recently paid a visit by a representative of this publication in order that a story of its processes might appear in the series being published of leading industries of the vast manufacturing district of northern Indiana.

At the outset it might be well to dispel in a way many of the prejudices which might apply to the use of the raw products of the United plant. In the past it was considered best by leaders in the gelatin industry to conceal the source of their product; but with the advances in education of the general public it is more easily understood that cleanliness, chemical action and the strict adherence to the United States pure food laws, nothing could appear in grocery stores nor attain as wide a use and distribution as gelatin has in its many forms, were it not wholesome, healthful, and pure chemically and basically.

Extract Tallow

As the bones arrive at the United plant they are clean, having already been put through one bath. They are placed in large crushers which reduce them to small squares and they are again washed and dried.

One of the most interesting processes of the plant is then carried out. The bones are placed in purified benzine, under heat, and all greases are extracted. The greases which are dissolved by the benzine are then removed, through chemical action, and a high grade of tallow results. The benzine is pure again, as a result, and is used over and over in this way.

Next the bones are treated in a solution of muriatic acid in large wooden tanks for a period of several days. The action of the muriatic acid removes the minerals in the bones and leaves them in a soft pliable state known as "osseine."

Dries in Sheets

This osseine is then cooked in large vats, with water, and the resulting liquid is gelatin in a liquid state. This liquid is drawn off, kept hot, filtered, and then placed on moving belts which pass through cooling chambers. The gelatin is removed from these belts onto trays in large jell-like sheets. These trays are placed on trucks and moved into large drying kilns. When the large sheets of gelatin have been dried properly they are broken into small flakes and the flakes placed in grinding machines which granulate the gelatin into the form known to the housewife.

As an alternate method of drying, and one that requires less workmen to carry out, the liquid gelatin is spread on large wheels, twenty-five or thirty feet in diameter. As these wheels revolve they are also heated and the gelatin dries on the surface. When it has completed the circumference of the wheel, it is scraped into a granulating machine by large knives. From these machines the gelatin is taken to the packing department where it is packed in large barrels for shipment.

Coloring and flavoring are added to the gelatin before it is ready for sale in retail stores. This is not done at the United plant; the company deals only in the raw product.

Supplies Chemicals

Throughout the many steps in the manufacture of gelatin the principle of cleanliness is kept uppermost in the minds of the employes at the plant, through constant inspection on the part of the supervisory force and by means of uniforms and clothing of the employes themselves.

The Central Chemical Company plant adjoins that of the United Chemical Company and was established during the war to insure a ready supply of chemicals for the operation of the gelatin plant. Since its organization, however, its output has increased to a stage which is greater than the needs of its allied company and the over-supply it sold to other industries.

Among the different sorts of acid made at the Central plant, and their uses are: sulphuric, a basic acid used in nearly every industry including steel making, paper manufacture and textile mills; (battery acid, a diluted form of sulphuric acid; nitric acid, used in metal trades for etching and in the dye industry; muriatic acid, used in the steel industry, in cleaning compounds and in making glucose; and salt cake and nitre cake, used in the glass and other industries.

Yellow Sulphur Burned

The sulphuric acid is made from common yellow sulphur which is placed in a battery of large burners and burned. The fumes from the burning sulphur pass up a large flue into a Glover tower and then into a row of mammoth lead chambers where it precipitates as sulphuric acid.

The burning sulphur presents a most impressive sight in coloring. The bluish lavender flame of the sulphur, coupled with the white-red of the fire bricks which line the burners, and other allied colors, are perhaps the nearest actual representations of what Milton must have had in mind when he wrote of the nether regions of after life in "Paradise Lost."

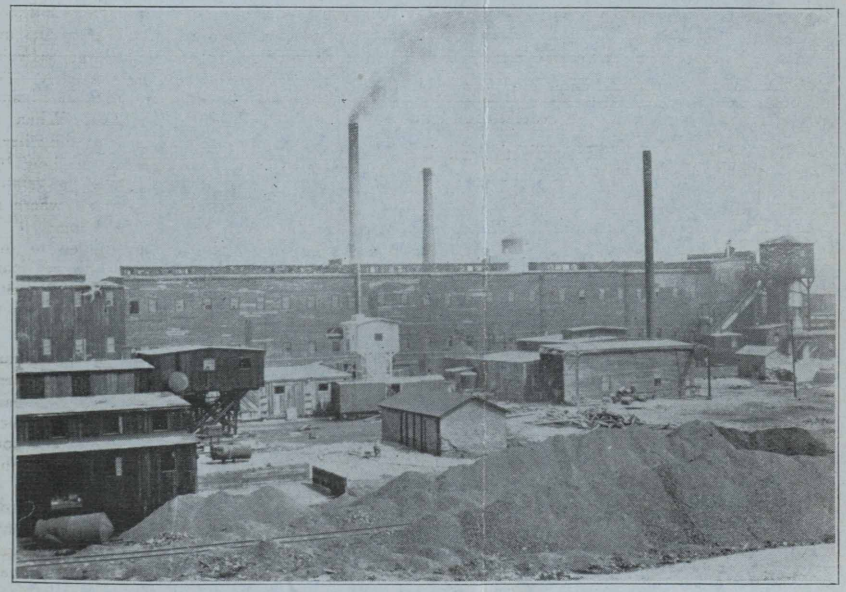
From the lead chambers, which extend for a length of nearly two blocks, the acid is passed into a Gay-Lussac tower where the final chemical reactions making the finished sulphuric acid take place. From this tower the acid is drawn into tank cars and carboys for shipment.

Other Methods Similar

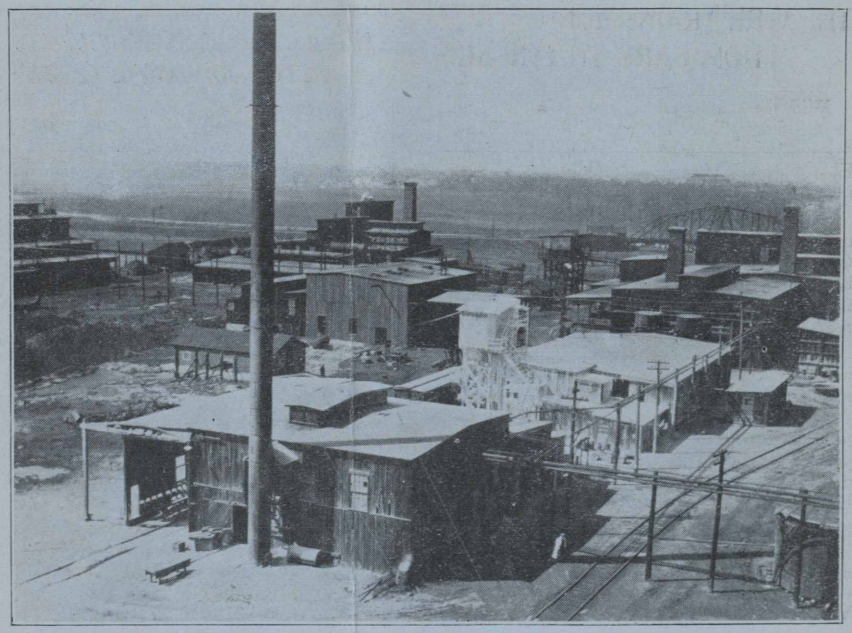
In the various processes of manufacture of the other acids in the plant somewhat similar means are used. Saltpetre from South America is used in making nitric acid. Salt cake and nitre cake are by-products of this and the other acids.

Upon entering the sections of the Central plant where these acids are made countless jugs, glass tubes and large earthenware containers are seen. Even piping from the various jugs, some of them having a capacity of 300 gallons, must be of pottery. The jugs are of various shapes and sizes and present a most picturesque appearance.

It is interesting to note the action of the acid on the various wooden buildings used to house the Central plant. Where the acid



A view of the chamber building in which the processes of manufacture of sulphuric acid are carried out by the Central Chemical Company, allied company of the United Chemical and Organic Products Company at Hammond. The entire length of this large building is composed of lead chambers in which the sulphur fumes are changed to sulphuric acid. The Glover tower, the final process in the manufacture of the acid, is seen at the extreme right in the photograph.



A birdseye view of the buildings of the Central Chemical Company in which nitric, muriatic, mixed acids and nitre and salt cake are made.

fumes come in closest contact with the wood it may be picked apart in the same manner as a loose hempen rope, so completely are the susceptible parts of the wood eaten away by the acid.

The combined United Chemical and Organic Products Company and the Central Chemical Company represent one of the leading industries of Hammond. During the winter season several hundred persons are employed at the plants, providing a livelihood for as many families. The products of the company are sent to many distant parts of the United States, and the raw products used in the chemical manufacturing are drawn from as widely separated places.

PATRON NOTICES MANY NEW COMPANY SERVICE FEATURES

The following letter has been received by Thomas G. Hamilton, assistant general manager of the South Shore Line:

I have been intending to express to you and Mr. Chase my congratulations on the change you have made in the South Shore Line since it was taken over by Samuel Insull and associates.

While I realize you are only nicely started on your program of rejuvenation, the new well lighted stations, with appetizing lunch counters, the added train service and faster time, make it a pleasure to use this line, instead of the hardship it formerly was.

But the finest "stroke" of service so far attained for your Gary patrons is the new parking space adjoining your Gary Station. I have made constant use of it, as I make many short trips to Michigan City and South Bend or Chicago, and can drive from my home to the station in a few minutes, and on the return trip find my car awaiting me for a quick drive home. This is REAL service and is fully appreciated.

I am sure you have the best wishes of all your patrons, and I wish to express mine.

Sincerely,
L. A. O'Donnell.

Mr. O'Donnell is with the Greenebaum Sons Investment Company, Chicago, and is a resident of Gary.

THEATRE TRAINS RUN FROM GARY TO CHICAGO

With the inauguration of the Fall schedule on the South Shore Line a "Chicago Theatre Special" was placed in service for Gary, East Chicago, Hammond and Hegewisch patrons.

The train leaves the Gary passenger station at 7 p. m., stopping at Ambridge avenue, Gary, at 7:03 p. m. to receive Chicago bound passengers, on signal. A signal stop is also made at Calumet at 7:09, the train reaching the East Chicago station at 7:15.

Stops at Hammond and Hegewisch are made at 7:21 p. m. and 7:25 p. m., respectively. The train arrives at Kensington at 7:35 p. m. and at the Randolph street station at Michigan avenue in Chicago at 8 p. m., allowing ample time for reaching the theatre. Both the Randolph street and Van Buren street stations are close to Chicago's rialto making taxicabs unnecessary.

After the theatre trains leave the Randolph street station at 11 and 11:59 o'clock, providing a convenient time for returning. The Van Buren street station is most conveniently situated for patrons of the Opera at the Auditorium theatre, being a scant block and one-half away with an underground passage provided under Michigan avenue.

The 11:59 train out of Randolph street, one minute before midnight, is the fastest passenger train on the South Shore Line schedule. It makes the run to Michigan City in 1 hour and 26 minutes, 12 minutes faster than the fastest other train, and South Bend in 2 hours and 15 minutes, 18 minutes faster than the regular running time.

CHANGES MADE IN CAR YARDS

Changes and improvements in the car yards at Michigan City and South Bend for the better accommodation of the new steel equipment are now under way. Straightening of curves and construction of inspection pits are among the improvements.

"Are you positive that the defendant was drunk?"

"No doubt," growled Officer Raynor.

"Why are you so almighty certain about it?"

"Well, anyhow," replied Raynor, "I saw him put a penny in the patrol box on Fourth street and then he looked up at the clock on the Presbyterian church and roared, 'Gawd! I've lost fourteen pounds weight.'"

Electric Railroads Will Spend $300,000,000 in 1926

Electric railroads in the United States are spending nearly $300,000,000 this year for plant maintenance and extensions according to a recent report for the nation. This is 10 per cent greater than the average for the past three years and is larger than any year since 1911.

Of this amount about $150,000,000 will be expended on new construction and approximately $23,000,000 on the purchase of motor coaches to be used as auxiliary equipment by the electric railroads.

This budget is the outcome of growth of a business which must furnish transportation for more than 16,000,000,000 passengers annually. Motor coach competition is no longer a menace to the industry, the companies coming to regard busses as a satisfactory means of auxiliary transportation. The electric railway industry is a healthy, growing field according to the indications of the figures quoted above.

SPECIALS WILL CARRY NOTRE DAME STUDENTS

Students of Notre Dame University who are to attend the Northwestern-Notre Dame football game at Evanston are to be transported on special South Shore Line trains to Chicago on October 23, the day of the annual gridiron battle between the two schools.

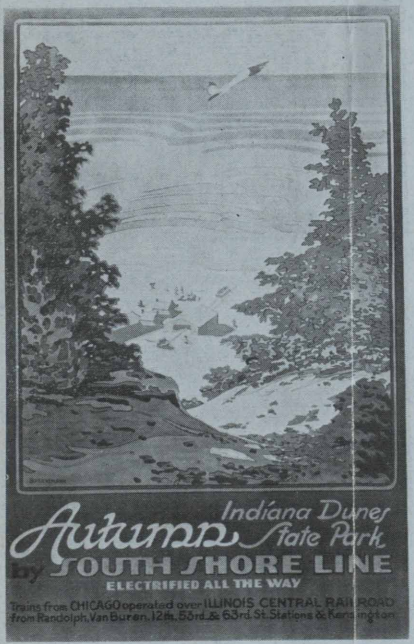
It is expected that approximately 1,500 students will be carried to the scene of the game on the special trains. Arrangements will be made to provide accommodations for the students after their arrival in Chicago on the South Shore Line, over the elevated to Evanston.

Approximately thirty or forty cars will be needed to care for the Notre Dame students, according to how many intend following their pigskin players. This will necessitate the operation of several trains and will be one of the largest crowds ever handled by the railroad.

Customer—Give me change for a quarter, please.

Druggest—Sure, and I hope you enjoy the sermon.

OCTOBER POSTER



There's a "whirr" and a scurry in the Dunes woodlands this time of year. The animals and the birds are busily preparing for the advent of winter, the birds making ready for their pilgrimage south and the rabbits and their friends making ready their winter homes in the underbrush.

The trees and shrubs have turned to beautiful shades of red and gold, following the early frosts, and present the most beautiful appearance of the year.

Hikers and beach and picnic parties dot the beach as the clear blue waters of Lake Michigan lap the sands at their feet. Ducks and geese, winging their way southward, pass across the sky. Occasionally in the dusk they circle over the woodland, drop to earth, and feed in the lush Dunes swamps.

Otto Brennemann, famous poster artist, has depicted the charm of the Dunes in Autumn in the vari-colored poster which now appears at South Shore Line stations. A boat house and cottages, around which a group of people are clustered, is shown on the sands. In the foreground are Autumn colored trees and a lake bird soars overhead.

The poster, which is reproduced above, is one of a series which are produced each month by the South Shore Line advertising the attractions of the Dunes and other points in the territory served by the railroad.

SERVICE PRAISED BY SOUTH BEND SHIPPER

The following letter of commendation was recently received by Britton I. Budd, president, from Hutton H. Haley, vice president of the American Foundry Equipment Company, of South Bend:

I wish to personally commend a young lady, whom we know only as "Mary", connected with your South Bend traffic department.

We have never met the young lady but have had occasion to enter into telephone conversation with her when needing especially prompt and efficient service.

She is, to our way of thinking, a remarkable character, knows her business thoroughly, has good judgment and a splendidly happy disposition. She is, in fact, quite so unusual that it is a pleasure to write a letter to you commending her.

Yesterday morning I telephoned her that we had a rush shipment for Milwaukee, consisting of machine parts to repair a breakdown. She arranged with the agent at Kensington to transfer our consignment by taxicab to the North Shore Line, thus assuring Milwaukee delivery at 6 o'clock, the shipment leaving South Bend at 11 in the morning.

This was exceedingly fine service and commends both your railroad and the young lady mentioned.

Sincerely yours,
Hutton H. Haley,
Vice President.

Miss Mary Sirko, secretary to A. W. Oberfell, commercial agent, is the South Shore Line employe referred to by Mr. Haley.

The Searcher

Woman customer (after clerk had pulled down all but one of the blankets on the shelves): "I don't really want to buy a blanket today. I was only looking for a friend."

Clerk: "Well, madam, if you think your friend's hiding in the other one, I'll gladly take it down for you."

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Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. NOVEMBER, 1926 No. 1

Our Agents Will Reserve Opera Seats

RESIDENTS of the territory served by the South Shore Line may now make ticket reservations for performances of the Chicago Civic Opera Company with greater convenience. Through arrangements made with the management of the opera company South Shore Line ticket agents are authorized to make seat reservations. This service will prove of great convenience to residents of the territory served by the South Shore Line. All that is necessary is that you communicate with the South Shore Line ticket agent, telling him of the type of tickets you desire, the approximate location and he will secure the tickets for you, calling you when he has them. They may be called for when taking the train to the opera.

The management of the opera company has assured the South Shore Line that special pains will be taken to insure choice seats for patrons of our railroad.

Offer Popular Matinees

The opera season opened auspiciously with "Aida" on November 8, giving ample promise of one of the most successful seasons in the history of the organization.

An attraction this season are the popular Saturday evening performances. The top price at these performances is set at $3, with other seats as low in price as $1. Regular single rates are $6 top price.

These low rates place the magnificence of the Chicago Civic Opera Company's performances within the reach of all. The finest and most popular operas are given on Saturday nights and the leading stars of the opera company sing.

Have Many Stars

Among the stars of this year's company are: Mary Garden, Raisa, Muzio, Polese, Dal Monte, Cortis, Mojica, Cotreuil, Misgen and Oliviero. Giorgio Pollacco is leading conductor and the Serge Oukrainsky ballet is also a featured part of the company.

Opera goers will find the South Shore Line service most convenient to the opera as the Van Buren street station is a scant block and a half from the entrance to the Auditorium theatre.

The South Shore Line will gladly arrange transportation and seating accommodations for special parties as well as smaller groups. Your local ticket agent will furnish full information.

LOW RATE IN EFFECT FOR BIG STOCK SHOW

Chicago's stock yards will be the mecca of stockmen and agriculturists from every section of the country from November 27 to December 4, inclusive. The annual International Live Stock Exposition will be held in Dexter pavilion at that time.

Blooded stock of all kinds will be on display at the exposition. A horse show will be held in conjunction with the exposition, bringing fine horses from every part of the country to participate. Stock judging contests, special exhibits and many other features of great interest to stock breeders will draw throngs to the stockyards.

As a special inducement toward a visit to the exposition the South Shore Line will place a special excursion rate in effect, during the show, of one and one-half the regular one-way fare for a round trip, with the minimum rate of $2. This rate will therefore apply to stations east of Wilson, Ind. Children between the ages of 5 and 12 years will be carried for half rate.

The special rate tickets will be good between the dates of the exposition and returning to destination until midnight of December 6.

The stockyards are easily accessible from South Shore Line trains. Passengers may leave trains at the Sixty-third Street Illinois Central suburban station and board elevated railroad trains at Sixty-third street and Dorchester avenue, a half block distant. Free transfer from these elevated trains to Stockyards trains direct to the door of the Dexter pavilion, may be made at Thirty-ninth street and Indiana avenue elevated station.

Further particulars and full information can be had from your agent.

Dining, Parlor Cars in Service Soon

PARLOR observation cars and dining cars being built by the Pullman Car Manufacturing Corporation for the South Shore Line are entering the final stages of their construction and at this time present some idea of the luxury which they will embody upon completion.

Two of each variety are being erected at the Pullman plant and the first is expected to be ready for delivery to the South Shore Line late next month. All should be in the hands of the railroad by the middle of January, 1927, and probably will be placed in regular service soon after, following road tests and inspections.

Among the departures in the design of the cars are smoking and rest rooms for both ladies and gentlemen, in the parlor observation cars, glass inclosed observation platforms and a rich real walnut finish on the interior, in the natural tones of the wood. Comfortable individual arm chairs will be provided for patrons and a buffet kitchen for the preparation of light luncheons is included.

Have Six-wheel Trucks

Both the dining cars and the parlor observation cars will be provided with two six-wheel trucks, an entirely new departure in high speed electric railroad equipment. The additional wheels on the cars will provide greatly increased riding qualities equal to the finest on any steam railroad in the country.

The dining cars will provide space for serving 24 persons at one time. The tables will be of regulation steam railroad size, providing adequate room for service. Tables for four will occupy one side of the car and tables for two the opposite.

Of Steel Construction

The interior of the dining cars will be finished with hand painted designs by skilled artists as is the present mode in this type of railroad equipment. The kitchens of these cars are to be models of compactness and cleanliness. Both types of cars are of steel construction.

The addition of the de luxe equipment to the South Shore Line will place it on a plane with the finest railroads in the United States. The regular passenger coaches, which are also of steel, were placed in service last summer and have rapidly proven their popularity, this branch of the company's business having shown a marked increase at the time of their inception, and steady growth since.

TO SPEND $750,000 IN DUNES IN TWO YEARS

More than $750,000 will be spent in development of the Dunes State Park during the next two years if the plans of Richard Lieber, director of the conservation department of the state of Indiana, are concurred in by state officials.

In a budget for work in all state parks, presented by Director Lieber early this month, this amount is set forth as necessary as an expenditure insuring the proper development of the new Dunes park project. Listed among the additions to be made are a new hotel, improved bathing facilities and the building of adequate roadways.

State Gets Return

Mr. Lieber pointed out that during the past seven years the conservation department has received a little more than a million dollars from the taxpayers, from which it has earned an income of more than $1,700,000 besides acquiring lands and other holdings with a book value of more than $1,500,000.

"In reality," Mr. Lieber said, "the department has earned $1.70 from every taxpayer's dollar and has $1.50 left to show for the investment."

He said that the money for the Dunes park would be invested in the following manner:

Construction of the first units of the Beachhouse and Inn, $500,000.

Asks Immediate Action

One mile and a quarter of paved road, paved walk, placing the creek in conduits, parking areas, and other necessary improvements, $250,000.

"The proximity of the Dunes park to densely settled areas makes it imperative for immediate construction", Mr. Lieber said.

"There will be ample return from the gate receipts and concession fees. This will be an investment with a cash dividend."

Line Carries 2,000 to Football Game

NEARLY 2,000 persons, including students of Notre Dame, residents of South Bend, the Notre Dame Band and Coach Knute Rockne and the football team, traveled to Chicago on the South Shore Line on October 22 and 23 to attend the Notre Dame-Northwestern football game.

The team left South Bend on a special South Shore Line train Friday afternoon, arriving in Chicago at 6 p. m., and immediately going to the Auditorium hotel where they spent the night. Following the game they remained overnight in Chicago, returning Sunday afternoon on another special train, which carried a parlor observation car for their comfort.

Special trains and extra sections of regular trains were used to transport the hundreds who took advantage of the special round trip rate to Chicago from South Bend on the day of the game. Extra equipment was rented by the South Shore Line from the Illinois Central railroad to care for the many passengers.

Following the game which was won by Notre Dame, a banquet and dance in honor of the Notre Dame team was held at the Palmer House, in Chicago, and was attended by many students and alumni. Late trains on the South Shore Line carried those who returned to South Bend Saturday night. Speakers at the dinner included Rev. Mathew Walsh, C. S. C., president of Notre Dame; Walter Dill Scott, president of Northwestern; Knute Rockne; members of the Notre Dame squad; and Charles G. Dawes, vice president of the United States.

The South Shore Line has received several letters of commendation on the efficient manner in which the Notre Dame team and students were cared for in the movement to Chicago. The convenience of the hourly service between the two terminal cities and the fast clean service were among the features of the South Shore Line service which gained it such a large volume of business from the football followers.

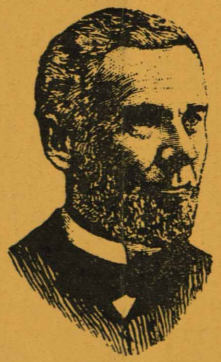
Hundreds of Notre Dame Alumni and other followers of Coach Rockne and his squad have also used the South Shore Line to attend games at South Bend during the football season. A special round trip rate was in effect between Chicago and South Bend on the days of games in the latter city as well as for the Northwestern game.

Coach Knute Rockne and the Notre Dame University football squad are shown preparing to board the special South Shore Line train which carried them to the Northwestern-Notre Dame game from South Bend.

Smith Brothers' Has Efficient Factory

WHETHER the business romance of the Smith Brothers', nationally known cough drop manufacturers, or the operation of their efficient plant at Michigan City, where the supply of their product for the central United States is produced, is more interesting is hard to determine.

The Michigan City plant has manufactured as many as 18 tons of cough drops in one day. This seems a very large output, especially in view of the fact that approximately 70 employes are engaged at the plant. It is made possible by the almost human machines used in every process of the manufacture of the drops.



Trade

The building housing the Michigan City plant, which is plant No. 2 of the Smith Brothers' company, the home plant of similar size being operated at Poughkeepsie, N. Y., where the cough drops originated, was built for the manufacture of the cough drops and placed in use in 1920. Because of this fact the efficiency of the manufacturing processes is more marked than had a remodeled building been used.

The ingredients of the cough drops are sugar, corn syrup, water, charcoal, licorice, menthol and other essential oils. The essential oils and the proportions of the other medical elements of the cough drops are prepared under a secret formula, evolved by the Smith Brothers eighty years ago.

On the third floor of the Michigan City factory are large mixers, heated by steam, in which the sugar, corn syrup and water are mixed and brought to a boiling temperature. The sugar is brought to this room by large conveyors and placed in a hopper from whence it is allowed to run into the mixers.

The corn syrup is piped to the room and stored in a large tank between the mixing machines. From these mixers the syrupy mixture formed in the process passes through pipes into cooking machines on the floor below. The mixers have a capacity of three tons of the mixture at one filling. More than 120,000 pounds of sugar alone are used in making the cough drops each week.

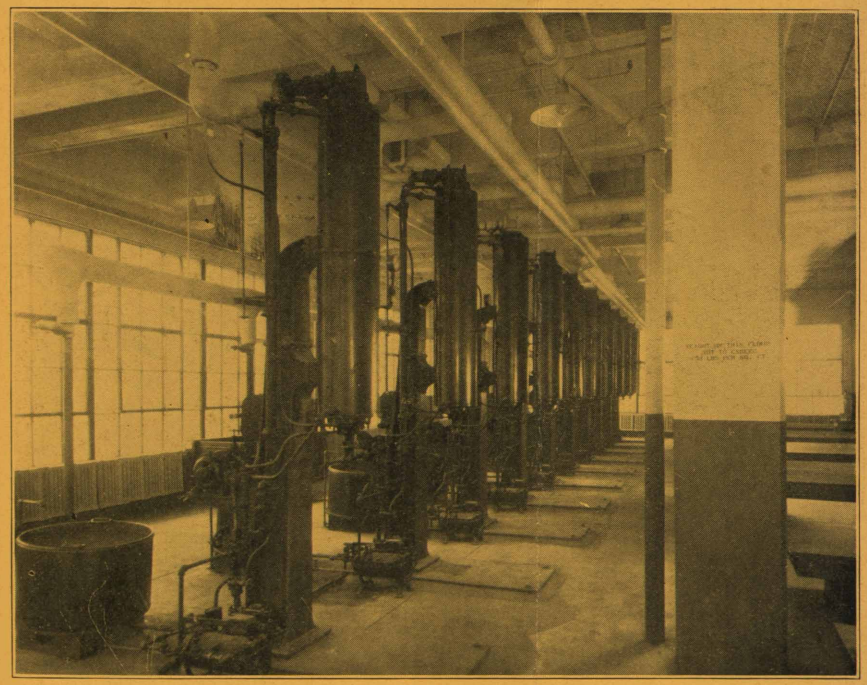
On the floor beneath the mixers is a row of cooking machines. They are tubular in shape, the cough drop mixture passing through them constantly and being cooked under pressure, with steam. The temperature is kept exact by means of controls. It empties into large kettles, which when filled are lifted by two workmen on to large steel topped tables.

Mark

The mass of syrupy, hot, liquid of course has a tendency to stick to anything with which it comes in contact. To overcome this constant streams of water are played on the kettles while they are being filled, forming a crust on the interior which makes sticking impossible. The tops of the large steel tables are also cooled by water. Before this method of crusting was used hundreds of pounds of lard were used to keep it from sticking.

As the liquid is poured onto the tables it spreads in a sheet over the surface. At this time the essential oils are poured on to the sheet of hot confection and the two workmen, with large flattened steel rods, called swords, then work the mass together, thus mixing the oils into the cough drops and cooling the mass to a degree necessary for the next process.

As it becomes cool the workmen take it with gloved hands and work it into a long narrow mass, which appears similar to pulling taffy. It is then placed in stamping machines, where two steel rollers meet each other, having recesses in them the shape and size of the finished cough drop. The drops are connected in a strip about a foot wide as they emerge from the machine by a thin film between their edges. They pass onto a moving belt conveyor and over into the next room where the packaging process is carried on.



A view of part of the room in which Smith Brothers' cough drops are cooked in that company's factory at Michigan City, Ind. The large machines at the left of the picture are pressure cookers in which the cooking is done.

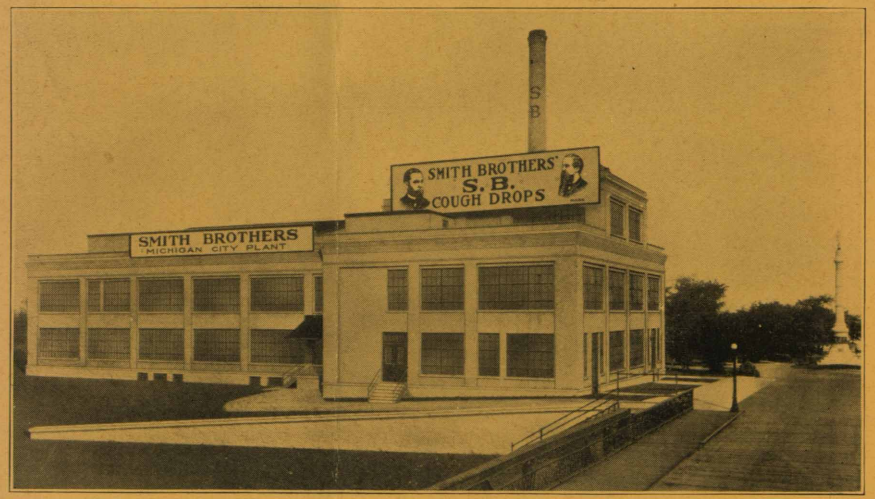
From the belt they are carried to hoppers of large machines which care for the entire process of counting sixteen for a box, placing waxed paper in the box, assembling the box, closing it after the cough drops have been placed in it, and placing a cover of wax paper on the exterior. The drops are not touched by human hands during this entire process.

The almost human ingenuity of these packaging machines is hard to describe. A revolving disc, containing spaces for sixteen cough drops, passes beneath the hopper and gathers up the drops. As it has been doing this a package has been assembled and lined with wax paper. As this passes beneath a chute the sixteen drops fall into it and its end is tucked in and the wax paper sealed on the exterior.

Trained girls next take the individual packages and test them to determine whether or not the machine has placed the correct amount of drops in them. They are then placed in 40-package boxes by hand and each carton tied with string, by a machine. These boxes are placed on a rope conveyor and carried to a packing department on the floor below where they are placed in large wooden cases for shipment.

One of the interesting parts of the plant is an air conditioning system. The air conditioning is made necessary because of the handling of the cough drops. If the air were too humid the cough drops would stick together and to everything else with which they came in contact. Through the use of this large machine the air from outdoors is brought into the building and distributed through ventilators. It is kept at a more or less constant humidity of 48 per cent and a temperature approximating 70 degrees.

The visitor to the plant is instantly impressed with its immaculate cleanliness. Every precaution is taken to insure the finest sanitation in every process. As has been related the cough drops do not come in contact with human hands from the time the raw products reach the plant until they are tightly sealed in boxes. All employes present a strikingly neat appearance.



A view of the Smith Brothers' cough drop plant at Michigan City. A second plant, similar in size, is operated at Poughkeepsie, N. Y. They are the largest factories in the world producing a single product.

Preparations were being made for the annual Christmas party for the plant employes when a representative of this publication visited the factory.

"Trade" and "Mark", as the Smith Brothers are known on the cough drop box, were William W. Smith and Andrew Smith, respectively. More than 80 years ago they began a restaurant in Poughkeepsie. When the Hudson River railroad was built the restaurant gained increasing fame and patronage. It is still in existence today and known by travelers from coast to coast.

It was in the rear of this restaurant, on an old cook stove, that the first Smith Brothers' cough drops were made. In 1847 they were placed on the market in Poughkeepsie, packed in paper bags and sold from house to house from a basket. As their popularity grew others began marketing "Smith Brothers' cough drops" and it was at this time the makers of the original drops introduced their pictures on the packages to protect their product.

The combined capacity of the two factories making Smith Brothers' cough drops, is one million packages daily. They are the largest factories in the world producing a single product. The original Smith Brothers' cough drops were of the familiar black variety. Four years ago, in answer to a public demand, menthol cough drops were added.

The cough drops are nationally advertised and the product is perhaps among the ten best known commodities used by the American public today. Cartoonists of national fame, such as Goldberg, T. A. Dorgan, Claire Briggs, Bud Fisher, Webster and even the creator of the famous Barney Google, have at times alluded to the bewhiskered brothers or to the product in cartoons. Quipsters and paragraphers have also used them as jest making material.

Arthur G. Smith, president of the present company, is a son of William W. Smith, one of the original brothers. The second brother was a bachelor. From the third generation William Wallace Smith, II, is vice president and Robert L. Smith, secretary. All are smooth shaven, and although the styles in whiskers have changed since the cough drops were originated, the formula and effectiveness of the cough drops have endured for over 80 years.

Ed: "I think I will go down and get me a Jam Pie."

Co: "What kind of pie is that?"

Ed: "Oh, you've seen 'em, top crust jammed against the bottom."

Teacher — Give a sentence containing "satiate."

Pupil—She was hungry and I'll satiate a lot.

PLAN WINTER SPORTS PROGRAM IN MICHIGAN

Winter sports programs which will attract thousands to the twin cities of St. Joseph and Benton Harbor, Mich., during the winter months were launched at a joint meeting of the chambers of commerce of those cities, November 11.

A winter carnival combining skating, skiing, hockey, tobogganing and many other zestful sports of outdoors in the cold months were outlined in the talks at the meeting, which was attended by about fifty influential business men of the two communities.

Samuel Insull, Jr., vice president in charge of the operation of the Shore Line Motor Coach Company, was the speaker of the evening and pledged his support and the support of the coach company toward the upbuilding of the winter attractions of the district.

"Here on Lake Michigan is the shore line district of unrivalled scenic beauty," Mr. Insull said. "The mountains are grander but they are too inaccessible. Highly cultivated sections are more finished but they are artificial. Here we have the charms of wildness and nature, coupled with the intimacy of a garden.

"This territory can become the year-round playground of the great metropolitan district, that beginning in Chicago has spread over into Indiana.

"This territory has sold itself to the people of Chicago for the summer time. Is it really much of a job to sell itself to the people of Chicago for the winter time?"

In his talk Mr. Insull announced that rates on the Shore Line Motor coaches would be reduced by way of ten-ride ticket sales to promote increased riding to the Michigan shore territory.

The new rate, which will be in effect until April 1, is $20 for a ten-ride ticket, making one ride cost $2, as compared with the single fare rate of $3.50.

Will Hatch, of St. Joseph, said at the meeting that he and associates were already planning a large ice skating rink near the twin cities. Mr. Hatch was made chairman of a committee to work out details of the winter sports plan.

The new winter ten-ride Shore Line Motor Coach Company books bear the optional privilege of riding either the entire distance from Benton Harbor by motor coach or of changing to South Shore Line trains at Michigan City, Ind., and in this way saving an hour on the trip into Chicago.

ARMY, NAVY TO INVADE CHICAGO THIS MONTH

Hundreds of thousands of visitors are expected in Chicago over Thanksgiving and the week-end following for the combined holiday and the great spectacle of the entire regiment of U. S. Naval Academy midshipmen and the U. S. Military Academy cadets whose football teams are to meet in their annual game at the dedication of Soldiers' Field, Grant Park, November 27.

On the day previous to the game a special parade from Wacker Drive down Michigan avenue to the Stadium will precede special drills by the cadets and midshipmen in the stadium. This event will be free to everyone.

This spectacle is new to the middle west and probably will not be brought to this section of the country again for many years. The embryo generals and admirals of the United States Army and Navy will be on parade and will present a sight seldom equalled. Special arrangements are being made for their entertainment while in Chicago. The headquarters of the midshipmen will be at the Palmer House and of the cadets at Hotel La Salle.

The South Shore Line trains stop at Roosevelt Road, at the stadium, and also at Van Buren street and La Salle street intersections with Michigan avenue, past which the service schools parade will pass. Special train service will be provided should the crowds who attend the gala spectacle warrant.

FOOTBALL SPECIAL OPERATED

Between 400 and 500 students of Emerson high school, Gary, and other local football enthusiasts traveled in a special South Shore Line train to South Bend November 20, to witness the football game between Emerson and South Bend high schools. The special left Gary at 9:30 a. m., and returning left South Bend at 6 p. m., following the game.

TRACK CURVE STRAIGHTENED

Work on the straightening of the curve in the South Shore Line tracks at the Illinois-Indiana state line has been completed. The curve formerly was a sharp one, giving a jerking motion to the cars when operated over at high speed. It has been straightened to a great degree making possible high speed operation over it with safety and comfort of passengers.

NOVEMBER POSTER

Football, rapidly becoming the leader in popularity of all American sports, will close its 1926 season sway with the climax of the annual Annapolis-West Point game at Soldiers Field, in Chicago, the last Saturday in November.

Three players and a pigskin represent the spirit of football in the lithograph posted during November by the South Shore Line. Arthur Brennemann, the artist, has depicted one of the players in the act of blocking a kick. An opposing player has cut in ahead of him, preparing to fight for the possession of the ball.

Steely action of the gridiron, one of the greatest contributing factors to the popularity of the sport, is manifest in the attitudes of the battling figures. Two of the figures wear the blue of Notre Dame and the name of the South Bend school appears at the bottom of the poster.

A whitewashed line across the field adds contrast to the blue and red sweaters of the players pictured in the lithograph. The player blocking the kick has leaped into the air in order to reach it.

The artistry of the South Shore Line posters has attracted wide attention in schools of the United States as well as in art circles. The railroad has had many requests for copies to be used in art classes and in special exhibits at art institutes throughout the country. They are posted each month at South Shore Line stations and on station platforms of the elevated railroads in Chicago.

OPEN BENTON HARBOR MOTOR COACH STATION

A new motor coach station with fittings and appointments which ranks it as among the finest of its kind in this section of the country was opened formally in Benton Harbor, Michigan, early this month by the Shore Line Motor Coach Company.

The station, which is at Main and Wall streets, contains a refreshment counter where sandwiches, soft drinks and light lunches may be purchased, a special waiting room for ladies with latest type chairs, a writing desk, a cigar case and a ticket cage.

The fittings of the refreshment counter are of the latest design and present a most striking appearance. Vari-colored tile are used on the exterior of the soda fountain and the walls in its rear. The walls of the station have been finished attractively and a large electric sign has been erected on the exterior.

More than 2,000 persons attended the formal opening of the station, listening to the music of an orchestra and being the recipients of special favors and refreshments. Many compliments were received on the attractive appearance of the station.

WINTER ON THE SHORE

A blanket of snow on the Dunes:
The lake edge an arctic waste
Of ice hummocks and hills
By a master sculptor traced.

Caverns, grottoes, grotesque forms
That seem a vigil to keep;
On the shore of the silent Dunes—
Stripped, naked, asleep.

Wind-driven snow whirls
Thru the blow-outs bare;
It's primeval, the elements rule
All life hidden there.

Overhead float the gulls;
Ducks pass in figure flight . . .
The sun breaks thru and floods
It all with blinding light.

STORMY.

In "Pillar to Post",—*Chicago Evening Post.*

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South Shore Lines

Published Monthly for Patrons of the Chicago South Shore and South Bend Railroad
VOL. 2. DECEMBER, 1926 No. 2

Railroad Has Had Most Eventful Year

STEPS in advance in rehabilitation and new equipment of the Chicago South Shore and South Bend Railroad during the past year mark it as the most important twelve months since the beginning of operation twenty-five years ago. More than $3,000,000 have been spent in this work during 1926, in addition to three-quarters of a million spent in the late months of 1925.

RECORD TRAVEL OCCURS DURING HOLIDAY WEEK

The heaviest travel in the recent history of the South Shore Line was experienced on trains in and out of the Chicago terminal during the week from November 23 to 29, inclusive.

In that period more than 20,000 persons used the South Shore Line trains in and out of Chicago as a means of reaching either a Thanksgiving holiday or the various events contingent on the Annapolis-West Point football game.

Travel was heaviest on the Saturday of the football game between the middies and cadets, nearly 4,000 persons using the South Shore Line on that day. The Sunday following the game had the next largest total, according to figures compiled by the transportation department of the South Shore Line.

Daily Figures Vary

One of the vagaries of travelers is shown in the daily figures for the week. On one day 400 more persons—eight carloads—traveled into Chicago than left Chicago.

Although this total for the week which included two holidays, forms a new record for the Chicago terminal, it is possible that it will be exceeded at some time in the near future.

The popularity of South Shore Line service has been largely augmented since the inauguration of the new hourly time card between [illegible] following the placing in [illegible]he new steel passenger cars, [illegible]he railroad on a basis of [illegible]nest in the United States.

This improvement program is to be continued through 1927 and expenditures for new construction and other extension of facilities, now tentatively planned, call for an expenditure of approximately $2,000,000 during the next year.

Among the improvements completed during 1926 are:

Purchase and placing in service of 25 new steel motor passenger cars.

Entire re-electrification of the railroad, including the construction of eight new electric substations and the rebuilding of the electrical overhead system.

Construction of an "ideal section" of track a mile in length near Miller, Ind.

Reballasting and laying of new 100-lb. rail between Kensington and the Indiana-Illinois state line.

Reballasting and improvement of grades of the entire right of way.

Purchase of four new freight locomotives and general improvements in freight service, including extended sidings and team tracks.

Remodeling stations at South Bend, Michigan City, Gary, Tremont and Hammond.

Several of these steps in the rehabilitation program led directly to the most important step in advance taken during the year—the placing in service of the new steel cars and **through operation electrically to Randolph Street, downtown Chicago.**

New Cars Near Completion

These vast improvements have been made in accordance with the policy of the South Shore management of making the railroad's service the best obtainable. As indicated by the large appropriation for a continuance of the rehabilitation program in 1927 the work

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is to be continued on a basis equal to that of the year just drawing to a close.

Among the new features which will be added to the company's service early next year are two dining and two parlor observation cars. They are rapidly nearing completion at the works of the Pullman Car and Manufacturing Company.

PRO HOCKEY POPULAR AS CHICAGO WINTER SPORT

Hockey, new to Chicago, has taken the middlewestern metropolis sports fans by storm. It is said to be one of the fastest games in the category of American sports and one of the most fascinating to watch.

Chicago is represented by two hockey teams, the Blackhawks and the Cardinals, both recruited from among the fastest Canadian players.

Canada was the original home of professional hockey. Last winter several eastern cities in the United States acquired teams. Hockey had been played professionally on the west coast for a number of years.

It proved such a popular sport in the east last season that during the summer the two Chicago teams were organized, at a cost approaching a third of a million dollars, including franchises, cost of players and a freezing plant for the hockey rink.

Have Fast Team

The Cardinal team is composed of the cream of Canada's senior amateurs, this being their first year in professional hockey. They have proved themselves to be one of the fastest groups of puck chasers in the American league.

The Blackhawks were known last season as the Portland Rosebuds, of Portland, Ore., and were Pacific coast champions during the 1925-26 season. Many of the Blackhawks have played together for years and their team play is consequently of a high standard. They have one of the most brilliant goal-tenders the game has produced and will be up in the running, according to hockey fans, when the deciding games for the Stanley cup, emblematic of the world's championship, are played.

Remaining home games of the two teams are as follows:

BLACKHAWKS

December 15	New York Rangers
December 18	New York Americans
December 22	Montreal Canadians
December 25	Detroit
December 29	Montreal Maroons
January 1	New York Rangers
January 4	Pittsburgh
January 19	St. Pats, Toronto
January 22	Boston
February 9	Ottawa
February 11	Montreal Canadians
February 23	New York Americans
February 26	Montreal Maroons
March 1	New York Rangers
March 15	Boston
March 19	Pittsburgh
March 22	Detroit

CARDINALS

December 14 and 16	Detroit
December 19 and 21	Winnipeg
December 23 and 26	Minneapolis
December 31 and January 2	Detroit
January 21 and 23	Duluth
February 25 and 27	Winnipeg
March 18 and 20	St. Paul
March 25 and 27	Minneapolis

The Coliseum, where all games are played, is at 1513 S. Wabash avenue, approximately four blocks from the Roosevelt road station of the South Shore Line, within easy walking distance. Patrons of the South Shore Line should keep in mind that the train leaving Chicago following the theatre—at 11:59 p. m.,—is the fastest on the schedule, making the run to South Bend in two hours and fifteen minutes.

GARY REALTOR PRAISES OUR RAILROAD'S SERVICE

The following commendatory letter has been received by Thomas G. Hamilton, assistant general manager:

I desire to compliment yourself and your company for the fine transportation you are furnishing the entire district.

Myself and wife have been going to Chicago about three times a week for some time. We buy a twenty-five ride ticket and it is a pleasure to go in on the South Shore Line and it lands you right in the downtown heart of Chicago.

No steps to go up or down and you don't have to go through the loop to get to your final destination. This line is bound to grow immensely, as everyone has a good word for it and the service it furnishes. Today on my trip to Chicago I smoked my pipe all the way in a smoking compartment just as nice as on a Pullman train.

Respectfully,

T. W. Englehart.

Mr. Englehart is vice president of the South Broadway Land Company, Ridge road and Broadway, Gary, Ind.

Motor Coaches Operate to Muskegon

MOTOR Coach service from Chicago to Muskegon, Michigan, and additional service from Chicago to Grand Rapids, Michigan, was inaugurated December 10 by the Shore Line Motor Coach Company. At the same time greatly reduced round trip fares and even lower rates for commutation tickets took effect.

The low fares will be in effect until April 1, 1927, and are in accordance with the company's policy of cooperating with the communities served. Western Michigan, the great summer playground, is becoming the mecca for lovers of winter sports as well. Movements have been started to promote these sports on a large scale in the cities the coach company serves and the lower rates have been instituted to promote travel to these events.

Greatly Reduced Fares

The new fares, will be good for a round trip, returning 15 days following date of sale, between the following cities:

	Round Trip
Muskegon and Chicago	**$ 8.00**
Grand Rapids and Chicago	**8.00**
Grand Haven and Chicago	**7.00**
Zeeland and Chicago	**7.00**
Holland and Chicago	**6.50**
Saugatuck and Chicago	**6.50**
South Haven and Chicago	**5.50**
Ten-ride bearer commutation tickets, Muskegon or Grand Rapids and Chicago	**37.50**
Ten-ride bearer commutation tickets, Benton Harbor-St. Joseph and Chicago	**20.00**

The commutation tickets will be good until April 1, 1927.

Three trips are now made daily between Chicago and Muskegon, under the new schedule, and two between Chicago and Grand Rapids. The first coach to Muskegon leaves Michigan City at 9:40 a. m., connecting with the South Shore Line train leaving Chicago at 8 a. m. Motor coaches leave the North Shore Line passenger station, Wabash avenue between Adams Street and Jackson Boulevard, for Muskegon at 10:45 a. m. and 2:45 p. m.

Returning to Chicago coaches leave Muskegon at 7:45 and 11:40 a. m. and 1:35 p. m. These coaches all make the trip through to Chicago but all Shore Line Motor Coach Company tickets entitle the holder to the option of riding either on fast South Shore Line trains between Michigan City and Chicago without an additional charge or on the coaches. **Shore Line motor coach tickets carry a coupon ticket which will be accepted by South Shore Line conductors for passage between Michigan City and Chicago.**

Add Grand Rapids Coach

The coach leaving Michigan City at 9:40 a. m., which receives passengers from the South Shore Line train leaving Chicago at 8 a. m., also carries Grand Rapids passengers. A second Grand Rapids coach, which has been added on the new schedule, leaves the Chicago station at 10:45. Returning coaches will leave Grand Rapids for Chicago at 8:05 a. m. and 12 noon.

Passengers for Benton Harbor can leave Chicago on coaches at 8:45, 10:45 a. m., and 12:45, 2:45 and 4:45 p. m. They may also leave Chicago on the South Shore Line 8 a. m. train connecting with a coach at Michigan City. A coach leaves Gary for Benton Harbor at 5:55 a. m.

The first coach in the morning leaves Benton Harbor for Michigan City at 6 a. m., connecting with a South Shore Line train at that point for Chicago. Coaches direct to Chicago leave at 7:50, 9:50, 11:50 a. m. and 1:40, 3:50 and 5:40 p. m.

Coaches for Gary, Whiting and East Chicago leave Chicago at 8:45, 10:45 a. m. and 12:45, 2:45, 4:45, 7:00, 9:00 and 11:45 p. m. Returning coaches leave Gary at 6:40, 8:40, 10:35 a. m. and 12:30, 2:30, 4:20, 6:35 and 8:20 p. m.

Many Hunters Visit Dunes Seeking Various Sorts of Game

December snows are proving a boon to hunters in the territory served by the South Shore Line. On almost every train during the past several weeks the canvas coats and warm clothing of the hunters are in evidence on trains.

Dunes swamps and woodlands provide a fertile field for hunters. All sorts of small furry game abound in the wildness of the Dunes and the lakes edging the Dunes are habitats of many feathered marks for the sportsmen.

Licenses and schedules of the open season for various sorts of game in Indiana may be obtained from county seats of the counties of the state. The county clerk at Crown Point, Indiana, will issue licenses to non-residents as well as resident sportsmen.

Operate Large Hammond Pottery Plant

ONE of the varied industries of the Calumet region which has had a rapid growth since its organization four years ago, is the Indiana Sanitary Pottery Company, of Hammond, Indiana.

This company is engaged in the manufacture of vitreous specialties including lavatories, soda fountain parts, tanks and other vitreous bath room sanitary ware. At the present time approximately 850 pieces of this ware are finished each week and it is expected that early next year this amount will be increased to 1,000 a week.

The process by which this snow white pottery is made is a most interesting one, and one which is not familiar to the every day user of the product. It is the aim of the manufacturer of vitreous ware to reach a high degree of whiteness, together with soundness of the product, and it is said that the Hammond company, of which Abe Newar is president, produces one of the whitest and strongest products on the market.

Many Clays Used

E. J. Jones, general superintendent and works manager, who has been in the pottery business since he was 14 years old, starting in England and later coming to America, acted as guide for a representative of this publication on a recent visit through the Hammond pottery plant.

The various clays used for the base of the sanitary ware include ball clay, obtained in England and certain parts of the United States; china clay, flint stone and spar. These clays are brought from many sections of the country including Georgia, Kentucky and Florida to Hammond.

In certain proportions these clays, which are received by the company in powdery form, are placed in large agitators, together with certain amounts of water, as the first step in the production process. The grayish mixture remains in these agitators, which somewhat resemble large cement mixers when in motion, for two hours.

Magnet Removes Metals

The mixture is then poured across large shakers with comparatively fine mesh, which remove particles of hard rock and other minerals, which the clay may have collected on river beds during its formation, or on the trip to the pottery plant. Next the mixture is passed over large magnets which remove any iron or steel which it might contain and which, if they remained in the clay would be conducive to defective products. It passes into another agitator, next, for an additional mixing.

In the following operation the clay is pumped into clay presses where a pressure of 110 to 120 pounds to the square inch is brought to bear on it, removing all but between 8 and 10 per cent of its water content. From these presses the clay emerges in large round slabs, about the size of the top of an ordinary barrel, and of a consistency about the same as that of clay used by moulders. The cakes weigh about 42 pounds each.

The next step in the process is an important one as it is at this time that the secret chemical formulas with which the clay is mixed are added. It is through these chemicals that the products are either a success or a failure and the evolution of the formulas extends over many years of study and experience. Mr. Jones, himself, has direct charge of the weighing of the clay in this process, and of the preparation and adding of the chemicals used.

Ready for Pouring

The mixture is again placed in an agitator and put through a third process of mixing. From this agitator it is pumped to an upper story of the plant where it is poured by skilled workmen into moulds the size and shape of the finished product.

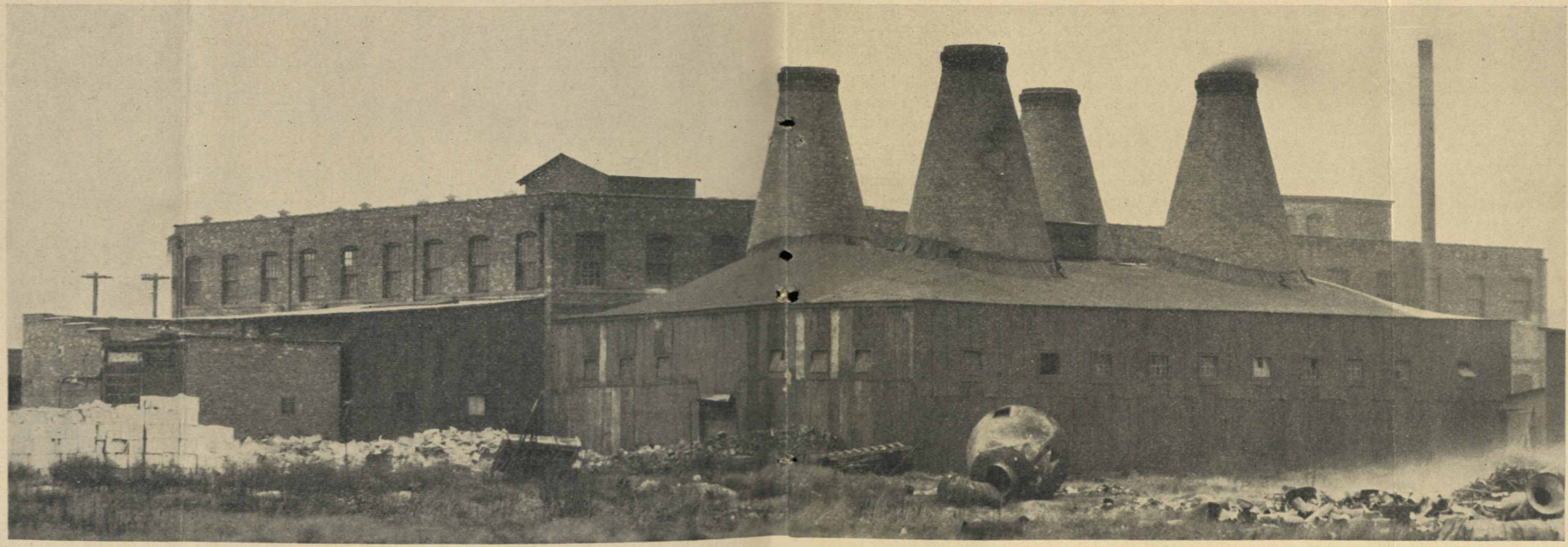
The clay appears almost exactly the same as cement or concrete, as it is being pored, having about the same consistency and the same color. It is hard for a layman to realize that the dark gray color will turn to a spotless white when finished.

The interior core of the moulds is removed from the shaped product within four or five hours following the pouring of the clay but the exterior of the mould is not removed until the day following. With the final removal of the mould the article is allowed to stand on racks where it dries thoroughly for 14 or 15 days.

Fit Sections Together

The piece is then fitted with other sections of the finished article, if necessary, on a regular moulder's lathe, rough edges are smoothed off and it is then ready for the first baking process, and is placed in what is known as the biscuit kiln. In this kiln it is encased in a porous pottery covering, called a saggar, for protection, the articles being placed on top of each other in high piles on the interior of the kiln.

After the kiln has been filled it is sealed



An exterior view of the Indiana Sanitary Pottery Company plant at Hammond, Ind., showing the tops of the company's four kilns in the foreground.

A view of the pouring room of the Indiana Sanitary Pottery Company plant. It is in this room that the clay for the sanitary ware is poured into moulds to harden before being baked.

with clay and the heat gradually increased to 2,250 degrees Fahrenheit. It is then allowed to cool, naturally, the entire baking process taking from 40 to 45 hours. After being taken from the kiln the pieces of ware are inspected, sandpapered where roughness has developed during the baking, and taken to the dipping vats where the glaze on the exterior is applied.

This glaze is also the product of many years of study and experimenting. It is composed of various metals and minerals including flint, tin, lead, whiting and boracic acid and a few other chemicals.

Dipped in Glaze

Two men operate the dipping process, the piece of ware being dipped in the compound and joggled to remove the excess glaze. It is then placed in the gloss kiln where the process of final baking takes approximately seven days and the temperature of the kiln is kept between 1,950 and 2,000 degrees Fahrenheit.

The high degree of heat in the kilns is responsible for the high gloss and the superlative whiteness of the finished product. Many other plants do not maintain such high temperatures because of danger of cracking the finished product, due to failure in the composition of the clay mixture. It is this high temperature of the kilns that is responsible for the growing popularity of the Indiana Pottery Company products.

Have Large Laboratory

The plant equipment also includes a large laboratory where the formulas of the chemical content of the vitreous clay are worked out and a mould room where new shapes and sizes of moulds are made and the master moulds are stored.

As an interesting sidelight of the pottery business Mr. Jones points out that it took a full year's work for the establishment of a new lavatory which the company is just now beginning to manufacture, so necessary is precision in the processes. Other plants have spent as many as three years in the preparations necessary for the addition of a new model.

The Indiana Pottery Company's plant has an area of between 25,000 and 30,000 square feet of floor space.

OPERA HOLDS SUNDAY MATINEE PERFORMANCES

Sunday afternoon performances of opera instituted the middle of November by the Chicago Civic Opera Company have already proved popular with the opera going public, especially in the territory served by the South Shore Line.

Several parties in Hammond, Gary, Michigan City and South Bend have been organized for attendance at these Sunday afternoon performances. Mrs. Olive Maine, of the South Bend School of Fine Arts was instrumental in the organization of two special parties, one for attendance of "Aida" on December 5.

Special Parties Attend

Approximately one hundred persons from Niles, Mich., South Bend, Mishawaka and Elkhart were members of Mrs. Maine's parties, traveling to the performances from South Bend by the South Shore Line. Mrs. Maine was associated with the opera company in Chicago before becoming one of the staff of artists of the South Bend Fine Arts School.

The best of the Civic Opera company's operas from their long repertoire are chosen for the Sunday afternoon performances in order that they may become popular with the music lovers of this district. Leading stars of the company are chosen for roles in these operas, making a combination of unequaled merit.

As stated in the last issue of SOUTH SHORE LINES agents of this railroad will make reservations for any price seats at all performances of the opera, both Sunday afternoon and each evening. This is made possible through special arrangement with the opera company, which has pledged the assurance of the best seats available for our patrons in the sections chosen.

Best Tickets Obtained

All that is necessary for the use of this special service is that you notify the South Shore Line ticket agent of the number of seats desired and the cost and he will immediately get in touch with the Auditorium theatre and the seats will be forwarded to him where they may be obtained.

This plan will do away with a considerable degree of inconvenience in securing seats and will also assure the buyer of obtaining the best seats obtainable on the evening or Sunday afternoon chosen for his visit to the opera.

South Shore Line trains all stop at the Van Buren street—I. C. suburban station, just a few steps from the door of the Auditorium theatre. The after theatre train, leaving Chicago at 11:59 p. m., is the fastest train on the company's schedule, making the run to South Bend fifteen minutes faster than any other limited train.

One Christmas Shopping Problem Solved for You

Christmas shoppers who dread the fatigue usually contingent upon this harbinger of the holiday season might well keep in mind a few of the restful aids which the South Shore Line affords them in reaching the scene of their shopping.

The high speed electrically operated trains of this railroad will take you to the heart of Chicago, within a block of the greatest shopping district and the finest department stores in the world.

South Shore Line cars are comfortably heated during the winter, with automatic thermostatic control assuring an even temperature; they have comfortable, deep cushioned and roomy seats, upholstered in mohair velvet; and employes are courteous and solicitous of your welfare and comfort while on your journey.

Schedules of the South Shore Line are conveniently arranged, providing a minimum of lost time in waiting for trains, as there is a train almost always ready for you when you are ready to leave. Cars are of safe, all-steel construction.

With these many advantages the South Shore Line will solve your transportation worries when you are considering your Christmas shopping trips. It is fast, clean, comfortable and convenient.

NOW YOU TELL ONE

"The robber wore rubbers and walked backwards," deduced Hawkshaw.

"Ah," observed the silly mug. "Then we must look for a man with receding gums."

HE WAS NO LIAR

Customer (entering a fish store)—Throw me four fish.

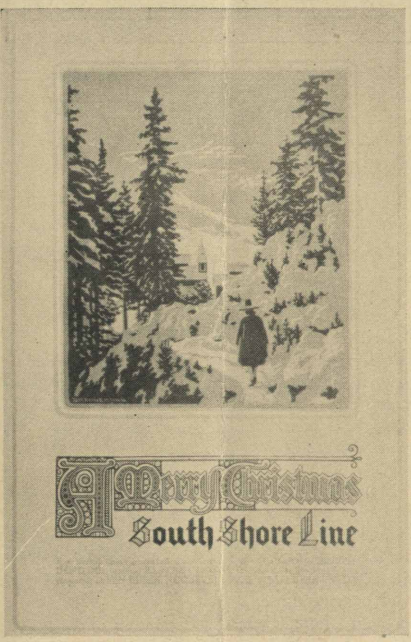
Fishmonger—Why throw them?

Customer—I want to tell my wife I caught them.

He: "You were no spring chicken when I married you."

She: "No, I was a little goose."

DECEMBER POSTER



Wishing our patrons a Merry Christmas is the function of the December lithograph of the South Shore Line.

The design of the poster epitomizes the spirit of the Yule season. Seen through a fringe of wintry pine trees, snow-mantled, is a vista of a church in a vale, with a cheery red light glowing from its window.

In the foreground an early American pilgrim, in the dress of the period, wends his way down the hillside on a path banked high with drifts of snow, to the church in the valley.

Otto Brennemann whose recent poster designs for the South Shore Line have attracted much favorable attention, is the creator of the Christmas scene. In his skillful blending of dark blues of evening and shaded whites of the snowy hillside and pines he has worked a real Christmas spirit into the primeval scene.

Below the picture the South Shore Line extends its wishes for "A Merry Christmas" to its patrons and friends.

She said she would be ready exactly on the hour. She was, but it was the next hour.

Motorists Forsake Cars For South Shore Line In Winter

Unpleasantness of travel on the highways in winter has caused an increase in the business of the South Shore Line which is above the normal increase experienced each month. The rigors of piloting an automobile, with frozen radiators and danger from skidding on the icy pavements have caused many motorists to put up their cars for the winter and turn to the South Shore Line for transportation.

The South Shore Line is amply prepared for winter. Two large snow plows are a part of the regular equipment of the railroad for breaking through heavy drifts and keeping the rails clear during the cold months. Other operating precautions are necessary on the railroad during the winter including the keeping of all switches from freezing during recurrent thaws and freezes, and the sanding of icy rails.

The reliability of rail transportation, especially electrically operated trains, is clearly shown in the cases of these motorists who forsake their cold cars for the cozy warmth of a South Shore Line train.

Christmas Gift Suggestion

Are you at a loss as to what to give a friend or member of your family for Christmas? Why not buy a ten or twenty-five ride commutation ticket to Chicago?

Surely frequent trips are made to the city either on pleasure or business. A commutation ticket would prove both useful and valuable.

You use the South Shore Line yourself and already know of its efficient service. Surely the comfort of its service and its convenience would prove a highly prized Christmas gift.

The tickets are economical, too. A ride on a ten or twenty-five ride ticket is appreciably cheaper than a one-way cash fare.

Why not a ticket as a Christmas gift?